YACHTING

VOLUME XIV, NUMBER 5 NOVEMBER, 1913 25 Cents a Copy $2.00 a year

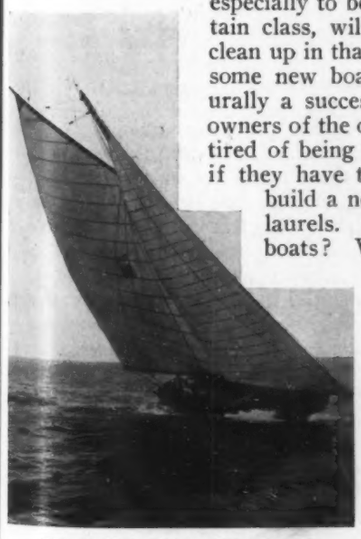
THE HANDICAP CLASS IS THE SOLUTION OF THE PROBLEM FOR THE MAN WHO WANTS TO CRUISE AND RACE AT THE SAME TIME

What Handicap Racing Does for Yachting

The Advantages Which This System Offers for Boats that Have Been Outbuilt in the Regular Racing Classes. A Chance for the Combined Racing and Cruising Boat

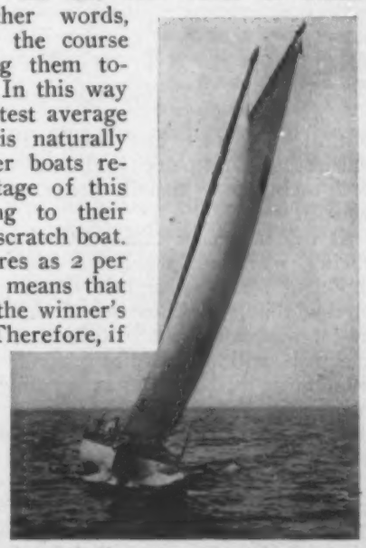
IN analyzing the wonderful success of the last few yachting seasons and the growing interest that is being shown in the racing end of the sport, one cannot help but be impressed with the part the older boats have contributed towards this end, and with how much is due such organizations as the Handicap Class of Long Island Sound and the Interclub Yacht Racing Class of Massachusetts. If racing were confined to the open classes under our present rule, no such fleets as have been gathered at the various racing centers could have been seen, as the demands that such classes naturally impose can be met by only a small body of men.

In the open class a new boat will come out, usually built especially to beat the existing boats of a certain class, will race for a season, probably clean up in that class, and be "king pin" until some new boat is built to beat her. Naturally a successful boat will discourage the owners of the older boats, and they either get tired of being beaten and quit the game, or, if they have the means and like the sport, build a new boat to win back their lost laurels. But what becomes of the old boats? Well, they are either sold for cruising, their racing days being over as far as their particular class is concerned, or else are laid up. In either case their value is depreciated considerably, and here is where handicap racing, or some other form of measurement rule, comes in. These boats are perfectly good craft, most of them extremely fast, and still have many years of usefulness both as racing boats and as cruisers, if some other form of handicapping could be devised.



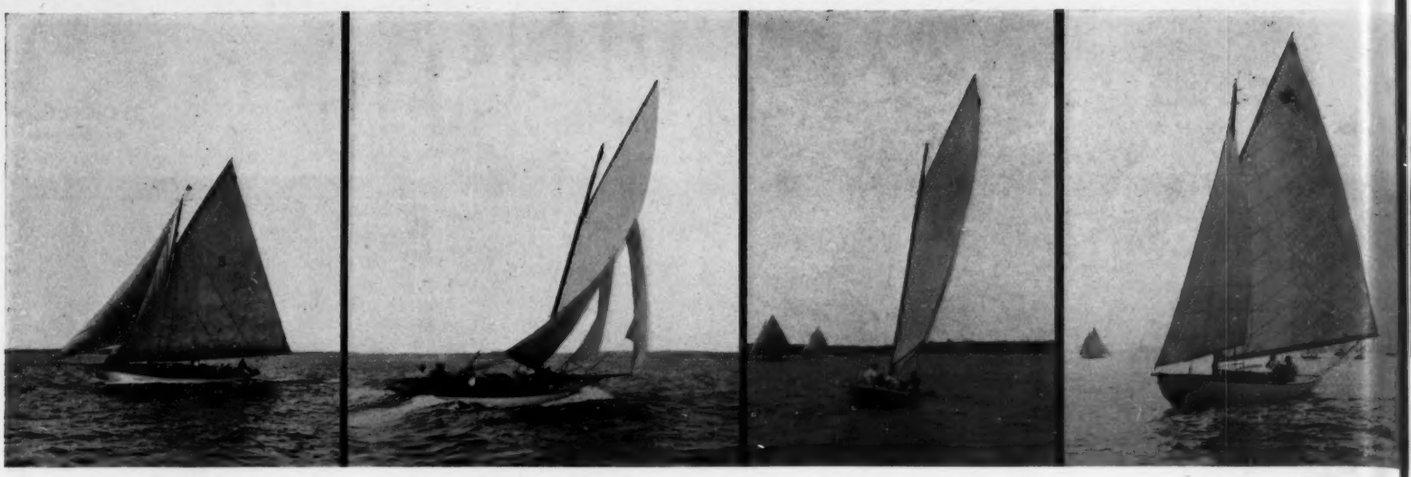
RED WING, CHAMPION 2D DIV.

Handicap racing in its essence is rating a boat on its *actual* speed rather than a measurement rule based on the yacht's dimensions. It can be done in various ways and, of course, the handicap allowance that she gets on this basis is not a fixed one, as a boat's speed varies, depending on varying weather conditions, how she is handled, etc. The method of handicapping adopted and worked out as the result of some ten years of experience by the Handicap Class of Long Island has been found to give most satisfactory results. This consists of handicapping a boat on her actual average speed in the last four races in which she has participated—in other words, taking her elapsed time over the course in the last four races, adding them together and dividing by four. In this way the boat that has made the fastest average time in the last four races is naturally scratch boat, and all the other boats receive as a handicap a percentage of this fastest elapsed time according to their relative performances with the scratch boat. Thus, if a boat's handicap figures as 2 per cent over the scratch boat, it means that her allowance is 2 per cent of the winner's elapsed time in the next race. Therefore, if the winner sails the course in three hours, or 180 minutes, the other's handicap would be 2 per cent. of 180 minutes or 3 minutes 36 seconds.



ALERT, GREATEST PRIZE WINNER 1ST DIV.

Of course, certain restrictions to prevent abuses that might creep in have been added, such as that no boat's



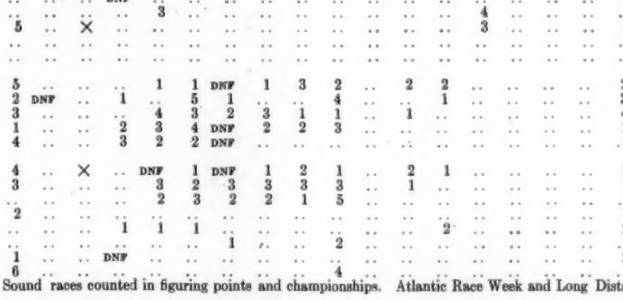
JOKER ROHILLA TWINKLE ALERION

handicap shall exceed 10 per cent., which prevents too wide a difference of allowance between boats, and discourages a man who sees he is being beaten from killing his boat for the sake of earning a large handicap. This last is a criticism that has frequently been offered against all handicap racing, but it has not been borne out by the records of the class, where it is shown that the boats that have done the best have been those that have gone out in their race and fought the hardest for first place; and consistent racing has usually been rewarded.

It will be seen by this method of racing, which is largely used in a modified form in English yachting circles, that every boat has a show and a man can race a boat in cruising trim, and with cruising accommodations, just as well as a racing machine. Where there are many boats of widely different speeds and types they can be subdivided into divisions so as to group the boats of equal speeds more nearly together. An average of some 40 or 50 boats has been enrolled in the Handicap Class of Long Island Sound for the last four or five years, and among them are found some fine craft, most of them (with the exception of one raceabout division) being boats which are used for cruising as well as for racing, thus affording comfort below and yet giving the owner the opportunity of the best and closest of racing whenever he wants it. Every yacht club in the Yacht Racing Association of Long Island Sound includes in its program races for divisions of the Handicap Class, and, indeed, looks to these boats not only for interesting racing, but to augment their fleets on regatta days. The following brief review by L. de B. Handley shows what the boats of the class did in the season just passed:

HANDICAP CLASS. 1913	May 30, Harlem.	May 31, Knickerbocker.	June 7, Manhasset.	June 14, Larchmont.	June 21, Seawanhaka.	June 21, Block Island.	June 28, New Rochelle.	July 3, American.	July 4, Larchmont.	July 5, Riverside.	July 5, Stratford Shoal.	July 12, Indian Harbor.	July 19, Larchmont.	July 21, Larchmont.	July 23, Larchmont.	July 24, Larchmont.	July 25, Larchmont.	July 26, Larchmont.	August 2, Stamford.	August 9, Horseshoe Harbor	August 17, Huguenot.	August 17, Harlem-Stratford.	August 19, Atlantic.	August 20, Atlantic.	August 21, Atlantic.	August 24, New Rochelle.	August 31, Seawanhaka and Beechurst.	September 1, Larchmont.	September 6, Indian Harbor.	September 13, Manhasset.	September 20, Bayside.	September 21, Handicap Class.	Number Starts.	First Places.	Second Places.	Third Places.	Percentage.
1st Division.																																						
Alert	2	4	2	2	..	×	3	..	1	..	1	3	1	3	5	1	5	2	2	1	2	1	3	3	2	1	2	4	3	..	28	8	9	6	68.5
Rohilla	..	..	..	..	..	×	..	..	..	2	..	..	6	..	4	..	3	3	1	3	1	..	1	1	1	4	1	4	..	3	..	Dis.	17	6	1	4	....
Sally IX	3	1	3	1	..	..	2	1	3	..	..	..	5	1	DNF	2	6	5	3	..	..	..	..	..	..	2	..	..	1	..	4	..	17	5	3	4	55.8
Amada	..	3	1	..	..	×	4	..	..	..	..	1	4	5	3	3	1	1	..	..	..	..	..	..	..	..	..	2	..	2	2	2	15	4	4	3	70.6
Joker	..	..	..	..	..	..	..	..	..	..	..	..	2	2	1	5	4	4	..	..	..	..	..	..	..	..	..	3	DNF	1	1	1	11	4	2	1	....
Gypsy	4	5	4	3	1	..	1	2	2	1	..	2	3	6	DNF	..	..	DNF	Dis.	2	3	..	..	..	..	..	3	..	..	DNF	..	..	..	19	3	4	4	34.2
Senora	1	2	Dis.	..	..	..	..	..	..	..	..	..	..	4	2	4	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	1	3	0	....
Okee	..	..	..	..	..	×	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	3	..	..	..	..	..	3	5	0	2	2	....
Duchess	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	2	1	1	0	....
2d Division.																																					
Redwing	1	3	1	1	..	..	4	..	2	..	..	2	5	3	2	2	2	2	DNF	DNF	3	..	..	..	..	6	..	..	..	1	1	1	20	6	6	3	65.3
Alerion	..	..	..	..	..	..	3	DNF	4	..	..	1	2	4	1	1	1	4	..	1	..	5	..	..	..	1	..	..	..	..	..	..	13	6	1	1	....
Veda	2	1	..	5	..	..	..	..	1	..	×	..	4	2	DNF	4	4	1	..	..	..	..	..	..	..	3	..	..	DNF	..	..	..	13	3	2	1	....
Mist	5	4	4	..	..	×	2	..	3	1	..	..	1	1	DNF	3	3	3	..	..	4	..	..	..	..	7	1	3	2	..	..	DNF	19	4	2	5	47.2
Lillian	3	2	3	3	..	..	1	..	..	..	..	DNF	..	..	..	..	..	..	..	..	..	..	..	..	..	4	..	5	..	..	..	..	8	1	1	3	....
Victory	4	..	..	2	..	×	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	4	..	..	..	..	..	..	..	..	2	6	0	2	1	....
Kenmuir	..	..	..	..	..	..	..	..	5	..	×	..	..	..	..	..	..	..	..	..	..	3	..	..	..	5	..	2	..	..	..	5	0	1	1	....
Sentana	..	..	2	4	..	×	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	DNF	Dis.	..	..	6	0	1	0	....
Insurgent	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	2	1	1	0	....
3d Division.																																					
Twinkle	1	1	..	3	2	..	1	1	5	..	..	..	1	1	DNF	1	3	2	..	2	2	..	..	..	..	2	..	1	1	DNF	1	..	20	10	5	2	68.2
Circe	..	3	1	..	3	..	3	2	2	DNF	..	1	..	5	1	..	..	4	..	..	1	..	..	..	..	3	1	5	..	1	..	..	16	6	2	4	52.9
Amanita IV	..	2	DNF	4	..	..	4	..	3	..	..	..	4	3	2	3	1	1	..	1	..	..	..	..	..	4	..	3	DNF	2	2	..	17	3	4	4	54.9
Robin Hood II.	..	..	..	2	..	..	2	..	1	..	..	2	3	4	DNF	2	2	3	..	..	..	..	..	..	..	1	..	4	2	..	..	..	13	2	6	2	59.6
Natoma	..	..	2	1	1	..	..	..	4	..	..	3	2	2	DNF	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	..	9	2	4	1	....
4th Division																																					
Mignon	..	..	..	1	..	..	1	..	4	..	×	..	DNF	1	DNF	1	2	1	..	2	1	..	..	..	..	3	..	1	1	..	3	..	16	8	2	2	54.5
Whitecap	..	..	..	..	..	..	..	..	3	..	..	..	3	2	3	3	3	3	..	1	..	..	..	..	..	1	..	2	..	..	1	..	11	3	2	6	....
Grace II	..	..	..	..	..	..	..	..	..	..	..	..	2	3	2	2	1	5	..	..	..	..	..	..	..	..	..	..	..	..	..	2	7	1	3	1	....
Dolly	2	..	..	2	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..	..	..	5	2	3	0	....
Nadia	..	..	..	..	..	..	..	..	..	..	..	1	1	1	..	..	..	..	..	..	2	..	..	..	..	2	2	4	..	..	..	..	7	3	3	0	....
Malolo	1	..	..	3	..	..	DNF	..	..	..	..	..	..	..	1	..	..	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	2	1	1	....
Sybilla	..	..	..	4	..	×	..	..	1	..	..	DNF	..	..	..	..	..	4	..	..	..	..	..	..	..	2	..	3	..	..	..	..	6	1	1	1	....
Vesta	..	..	..	..	..	..	..	..	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	0	0	0	....

Only regular Long Island Sound races counted in figuring points and championships. Atlantic Race Week and Long Distance Races are excluded.



AMADA, CHAMPION FIRST DIVISION

While only 36 boats were enrolled in the class this year, 4 less than in 1912, their skippers managed through increased activity to shatter the records established a year ago. It will be noted, for instance, that the more recent chronicles credit the class with 346 starts (which is approximately one-fifth

(*Continued on page 268*)

FINISH OF SECOND RACE AFTER SOUTH SHORE HAD ATTEMPTED TO CARRY MICHICAGO OUTSIDE OF LINE IN A LUFFING MATCH. BUT 18 SECONDS SEPARATED THESE THREE BOATS

Chicago Keeps the Manhasset Cup

A Stirring Series of Races on Lake Michigan, Sailed in Heavy Breezes

By HERBERT L. STONE.

TWO things contributed to make the series of races for the Manhasset Challenge Cup at Chicago one of the most important and at the same time most interesting events of an unusually good yachting season. These were, first, that it was one of those rare occasions in which the Atlantic coast and Great Lakes yachtsmen met on equal terms for an important trophy, and secondly, the presence of five representative P boats, three of them being new this year, one of them a 1912 boat, and the fifth, one of the earlier boats of the class. As if this was not enough in itself, a fine breeze of wind blew on all of the four days, on the first three being rather too strong, if anything, for some of the boats, so that the race was won on its merits and no boat lost on account of fluky conditions, as has too often happened in our match races.

Though the Chicago yachtsmen were naturally disappointed at the failure of the yacht clubs at the western end of Long Island Sound to live up to their challenges and send out boats, they were not in anyways bitter, considering the matter as a closed incident and feeling that in the presence of Stranger, from Narragansett Bay, they had one of the best P boats that has been turned out this year. After a series of elimination races, Michicago, owned by Fred Price, was selected to defend the cup for the Chicago Yacht Club, while the challengers were the Olympian, a new Gardner boat owned by a syndicate headed by Com. James O. Heyworth, representing the Lincoln Park Yacht Club; the South Shore, a new Owen boat for a syndicate of South Shore Country Club members; the Stranger, also an Owen boat, owned by Com. R. P. Jenks of the Rhode Island Yacht Club, and Mauvourneen, owned by Roy Barcal and flying Jackson Park colors. Stranger was delayed in transit from the Atlantic seaboard, and the dates of the races were consequently postponed until Sept. 22, 23 and 24, the conditions calling for three races to be sailed on the point system, whereby each yacht received one point for starting and one point for each boat she beat.

It was dusk of the night preceding the first race before all of the boats were moored in front of the Chicago Yacht Club, and the cold breeze that was sweeping over Lake Michigan at that time gave promise of a stiff race the next day, and made the crews wonder if they were not out there rather for an ice boating contest than for a yacht race. Ice formed in exposed places and the club house fire was the most popular place along the water front.

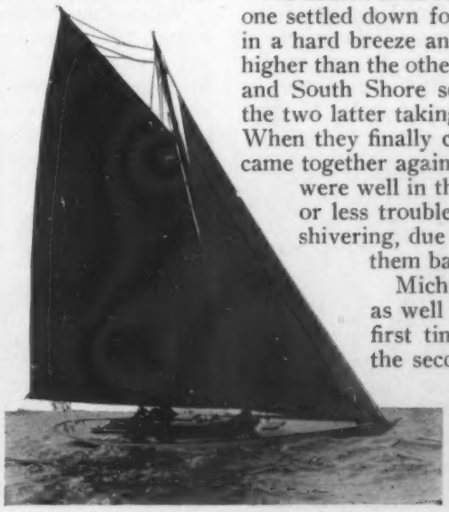
The first race was started on Monday, Sept. 22, the starting gun being fired at 2 P. M., the course a windward and leeward one. As the wind was northwest by west, blowing fresh, with a big sea rolling down Lake Michigan, it was necessary to send the boats away with the first leg a run down the wind. When the committee boat, Com. Wilber's steam yacht Cornelia, got into place the five boats were circling around, buried almost to their cabin houses and shoveling up buckets of gray water with their sharp bows as they soused in the cross sea caused by the storm of the day before. With these conditions none of them wanted to be too soon at the line, and they all hung back somewhat, the order to start finally being Michicago, Olympian, Mavourneen, Stranger and South Shore, the latter some forty-five seconds behind the gun. All had spinnakers up in stops and broke them out to starboard, except Mavourneen, which tried to set hers to port; but finding she could not carry it on that side, she had to jibe over and set it to starboard. When she finally got it set on the proper side, however, with the wind spilling from it into a big balloon jib, she hiked after the leaders, caught and passed South Shore and worked up even with Michicago.

Stranger meanwhile had taken Olympian's wind, gradually passed her, and a mile from the mark was the leading boat. There was not much to choose from, however, as the boats were all closely bunched, not more than 200 yards separating the entire fleet. On nearing the leeward mark Stranger was the first to take in her spinnaker, doing so when she was seemingly over a quarter of a mile from the stake, and by this lost the lead, both Olympian and Michicago nosing by her and turning the leeward mark first. So close were the boats bunched at this stake that but fifty seconds separated the first and last of the fleet.

All hauled close on the starboard tack as they rounded, and every one settled down for the real test—a four mile beat to windward in a hard breeze and sea. Michicago was to windward, pointing higher than the others, but not seeming to foot as fast. Michicago and South Shore soon split tacks with Olympian and Stranger, the two latter taking a long leg to the westward under the shore. When they finally came about and the two divisions of the fleet came together again, it was seen that Michicago and South Shore were well in the lead. All of the boats seemed to have more or less trouble on this leg, as the headsails were constantly shivering, due to the irregular, corkscrew sea, which twisted them badly, making it impossible to sail anyways fine.

Michicago was pointing higher and footing equally as well as the others and rounded the home mark the first time 2 minutes 21 seconds ahead of Stranger, the second boat, who had slipped in ahead of South Shore, which had taken what seemed to be a needless tack to lay the mark. The wind and sea were too strong for the litte Mavourneen, and the more powerful boats outclassed her going to windward.

On the run down the wind the second time Michicago held her lead and was far enough ahead to prevent the others taking



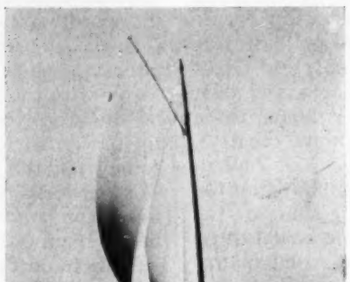
MICHICAGO, WINNER FOR A SECOND TIME OF MANHASSET CHALLENGE CUP

THE START OF THE SECOND RACE. SOUTH SHORE AT LEFT; MAVOURNEEN UP TO WEATHER

her wind, positions being unchanged at the leeward stake. After hauling on the wind for the last leg, Olympian again stood on the starboard tack inshore, while Michicago, Stranger and South Shore worked short hitches to the northwest. Soon after rounding, the wind, as most nor'westers do, came in hard puffs from different directions. Stranger got headed by a slant and lost second position to South Shore, the latter boat being able to head up at least a point higher though the two were only a short distance apart. Michicago and South Shore had a fine fight for first place on this last windward leg, while Stranger went off inshore, where she seemed to strike a softer wind. South Shore closed up nearly all the ground and was right on Michicago's heels as they took short hitches for the mark. Michicago, however, held the advantage of the windward berth and South Shore could not get by her on either side. They crossed the line in this order, there being only 22 seconds between the first and second boats. The times at the finish were:

	Finish.	Elapsed.
Michicago	4:51:38	2:51:38
South Shore	4:52:00	2:52:00
Stranger	4:54:27	2:54:27
Olympian	4:57:45	2:57:45
Mavourneen	5:15:02	3:15:02

The results of this race showed that the first four boats were very evenly matched, any advantage that was gained being due to favorable slants, or to handling. There was a little too much wind for Stranger, which seemed a trifle more tender than the other boats, due possibly to the fact that her mainsail was not as flat as it might have been.



THE BIG SEAS DIDN'T BOTHER SOUTH SHORE

SECOND RACE.

The next day's race was triangular, 2½ miles to a leg, twice around, a total of 15 nautical miles. The wind was south-southeast, blowing at least 20 miles an hour at the start, which increased to 25 during the race according to official reports from the Weather Bureau. It had blown all night and there was a long sea rolling in, topped with vicious, wind-torn crests. Mavourneen, Stranger and Michicago each had a reef tied in when they came to the line. The start was at 2 P. M. and Stranger was first over, 10 seconds after the gun, with Mavourneen and Michicago lapped, followed by Olympian and South Shore.

The first leg was a beat and all went over on the port tack. Stranger immediately took a short hitch to starboard and then came about again. When the others tacked and the boats came together Stranger crossed South Shore and Olympian, though she was crossed by Michicago. It was a great fight to the first mark between these four boats, Mavourneen having taken a long leg in shore and being well away from the others. When next they came together Stranger had still further improved her position and crossed Michicago. The wind was freshening all the time, however, and it was nip and tuck between all the boats to the windward mark, so that no one could tell who was in the lead except when two of the boats came together on opposite tacks. When they reached the first mark Michicago again held the coveted position, while South Shore, Mavourneen, Stranger and Olympian followed her around, but 39 seconds separating these four boats. Mavourneen had gained by her long leg in shore and was well up with the leaders. Price, on Michicago, set a reaching jib on rounding, the others held on to working canvas and seemed to have all the sail they wanted. Stranger passed Mavourneen to weather on this leg and closed up on South Shore, while the latter had cut down Michicago's lead somewhat. The third leg was a run and all set spinnakers, Stranger being the last to break hers out. South Shore continued to gain on Michicago on this leg, while little Mavourneen dropped back. When they rounded the home mark for the first round it was seen that South Shore had gained 27 seconds on Michicago, while Stranger had lost 10 seconds.

When they hauled the wind again for the start of the second round, the wind lightened somewhat and Michicago shook out her reef as South Shore closed up on her, while soon afterward Stranger was seen to luff and shake out her reef. South Shore seemed to be footing faster on this leg and appeared to ha

BUT 50 SECONDS SEPARATED THE FIVE BOATS AT LEEWARD MARK IN FIRST RACE

MICHICAGO'S CREW, FRED PRICE, SKIPPER, THE ONE WITH WINNING SMILE

STRANGER, THE RHODE ISLAND YACHT CLUB REPRESENTATIVE, IN THE SECOND RACE, WHEN THE GOING WAS HEAVY

passed Michicago, but as they were both on the same tack this could not be certain until they reached the mark. As South Shore came about to round the mark, Michicago, being astern but a little to weather, managed to slip in between the former and the mark, both boats rounding exactly in line so far as could be told from the committee boat. It was close work and Michicago just had room to squeeze through. South Shore, however, was now to weather and had Michicago just where she wanted her, and opened up quite a lead.

Since the start, the wind had hauled a point to the eastward, and none of the boats could carry reaching canvas to the next mark, relative positions of the five boats being unchanged on the reach. South Shore, however, had pulled out a lead of 15 seconds when they turned the second mark for the run to the finish, Stranger, the third boat, being one minute and 52 seconds behind the leader. On rounding South Shore immediately broke out her spinnaker and did not attempt to work out to windward to prevent Michicago, which was right on her heels, from covering her. The latter boat seemed a little slow with her spinnaker, but when she finally got it set she worked up astern of South Shore so as to cover her. The four leading boats came down the wind in this fashion, each trying to cover the other or to keep from being covered.

Michicago blanketed and passed South Shore about half way home, Schoenwerk on South Shore evidently deciding to wait until close to the finish before trying to run Michicago off the course. When within a half mile of the finish he let South Shore's spinnaker collapse and hauled up sharply on Michicago's weather. After a luffing match which carried both boats well off the course, South Shore jibed over and headed for the mark. She had not gone quite far enough, however, and Michicago immediately jibed over, all standing and headed for the mark which she could easily lay, without taking in her spinnaker which was now in the lee of the mainsail. During this luffing match both Stranger and Olympian had closed up on the leaders and the finish was a hair raiser.

After jibing, the crew of South Shore still had the wind too far aft to make a reach of it to the mark, and as they did not reset the spinnaker they were practically blanketed by Stranger, which was right on top of them, and they just managed to squeeze over one second ahead of the latter boat and 17 seconds behind Michicago, which had crossed the line while the crew were straightening out the tangle of their light canvas. Twenty-eight seconds behind Stranger came Olympian, the four leading boats thus finishing a slashing 15-mile race within 46 seconds of each other. The finish times of the second race were:

	Finish.	Elapsed.
Michicago	4:19:59	2:19:59
South Shore	4:20:16	2:20:16
Stranger	4:20:17	2:20:17
Olympian	4:20:45	2:20:45
Mavourneen	4:27:25	2:27:25

THIRD RACE.

With two first places and ten points to her credit it now looked like Michicago's race, barring an accident, or unless some boat squeezed in between her and the winner of the third race. This third race was again a windward and leeward one, and most of

(*Continued on page 268*)

OLYMPIAN SOUTH SHORE MAVOURNEEN

Some Points on the Selection of a Gas Engine

By L. B. CHAPMAN

Member Society of Naval Architects and Engineers

IN this short article it is the writer's purpose to point out a few of the fundamental facts as to the adaptation of engine to hull; and then to show the wide variation in prices and weights of gasolene engines, by analyzing a number of manufacturers' catalogues.

A great many men buy an engine with little thought as to whether or not it is suitable for the boat and speed for which it is intended; others, hopelessly lost in the great confusion of makes, types, special features and merits as pointed out in the catalogues, appeal to some manufacturer to help them. This is generally the worst thing one can do, for the majority of makers, while experts in their own line, know very little of boats and the relations of power and speeds.

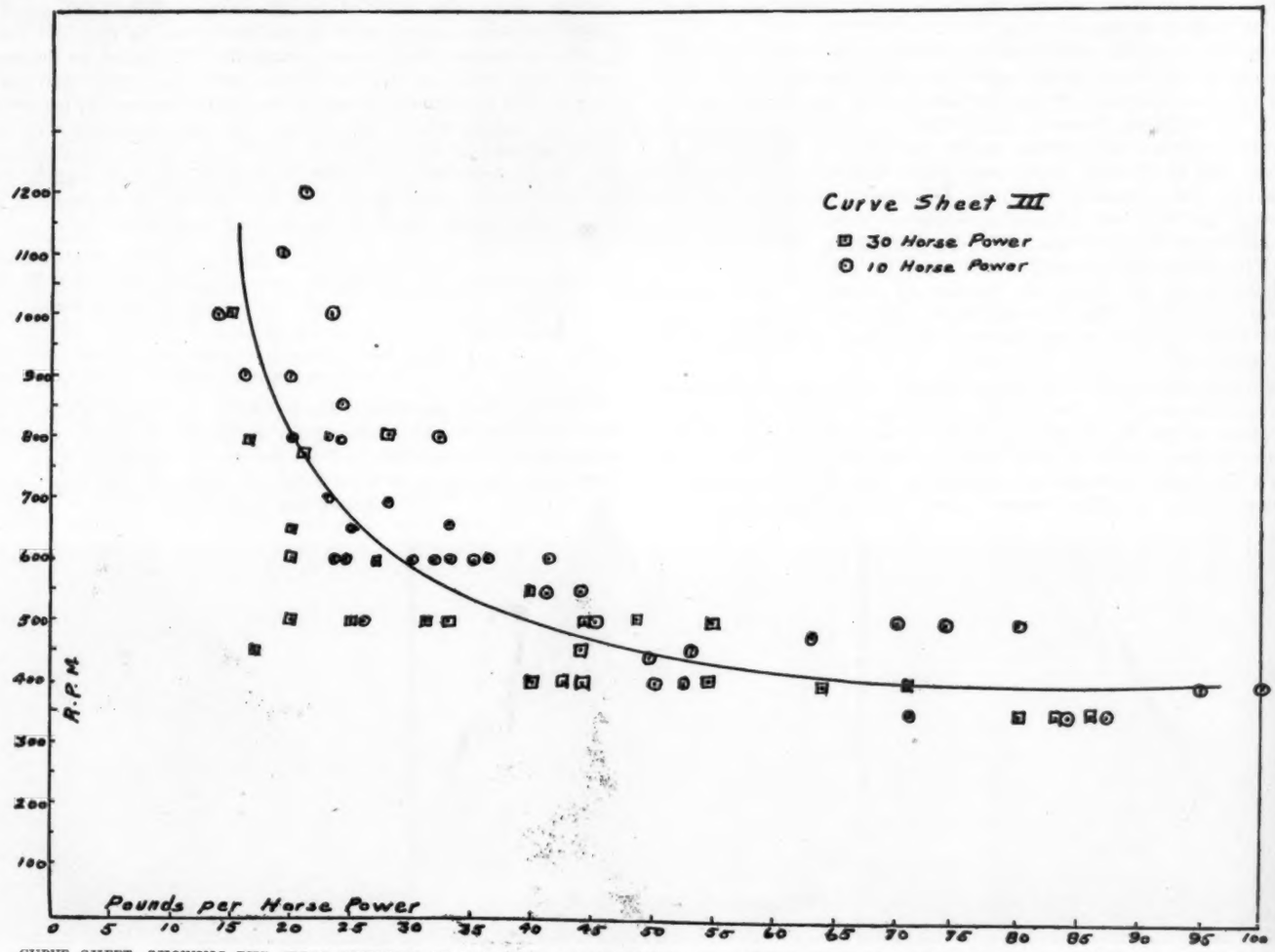
The whole problem is relatively simple if the prospective purchaser would truly size up the situation and systematically analyze a few catalogues. I shall endeavor to help him by showing a few of the points to consider, even before the catalogues are studied.

These points are as follow: (1) Power needed for type of boat and speed desired. (2) Revolutions per minute of engine and speed. (3) Cost and workmanship. (4) Weight of engine. (5) Fuel consumption.

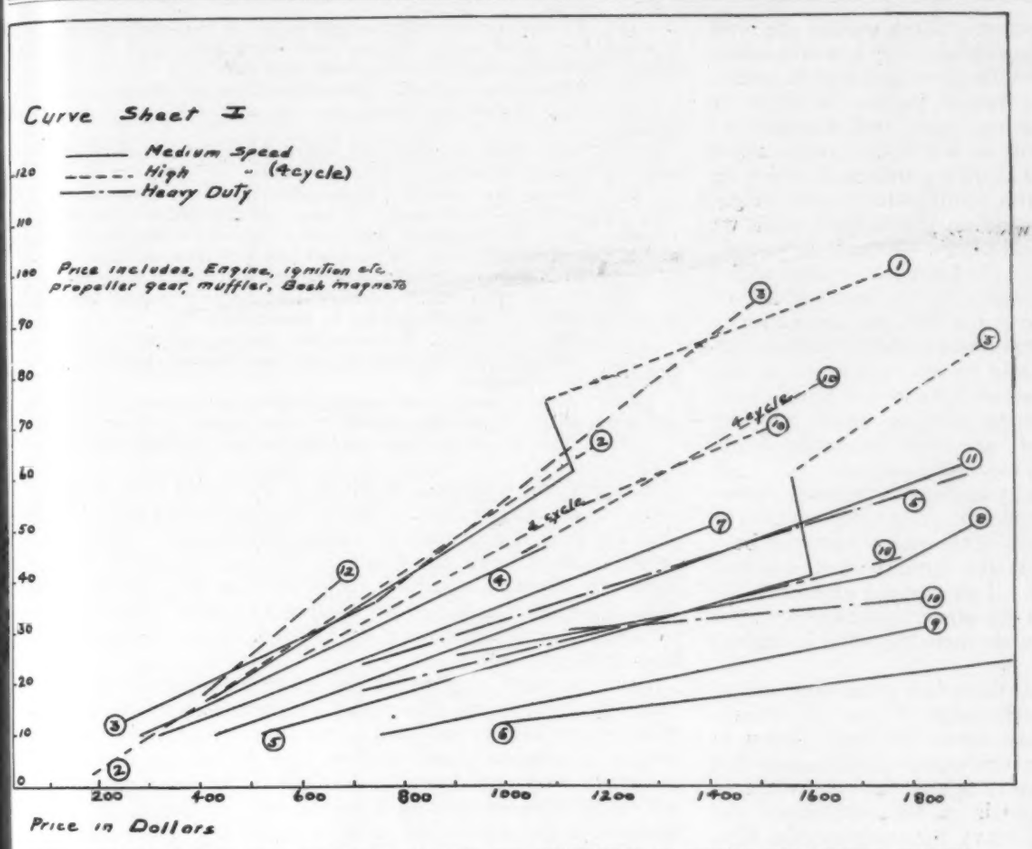
First as to the power—for nearly all yachtsmen have already made up their mind upon the speed they desire even before they plan their boat. Perhaps one has a cruiser and wants a low speed; or, again, it may be a high speed cruiser or even a racing boat. The types of boats and desires of men are so varied that each man must settle this question for himself. However, care must be taken not to drive a boat beyond an economical speed. Many boats to-day are driven beyond their designed speeds at great waste of power simply because their owners do not understand the limit to which boats should be driven.

For the ordinary cruiser, the speed divided by the square root of the length ($v \div \sqrt{L}$) should not be greater than 1.4 to 1.6; for runaboats and fast tenders this value of $v \div \sqrt{L}$ can run up as high as 3 or 3.3. These last, however, cannot be said to be economical speeds; for they are too high for economy, but represent good practice. Values higher than this should be avoided except in racing craft. Hydroplanes have values as high as 5 and 5.5, but here the power is excessive and new conditions are brought in. The following simple method of determining power, due to Mr. Henry H. W. Kieth, is very good and with proper care it will give excellent results:

$$M = C\,\frac{\sqrt[3]{L \times P}}{B}, \qquad \text{or} \qquad P = \frac{M^3 \times B^3}{L \times C^3},$$



CURVE SHEET, SHOWING THE GREAT DIVERSITY OF WEIGHT PER HORSEPOWER AT A GIVEN SPEED FOR DIFFERENT MAKES OF ENGINES. TWENTY-FIVE MAKES ARE REPRESENTED



CURVE SHEET, SHOWING WIDE VARIATION IN PRICE PER HORSEPOWER OF TWELVE WELL-KNOWN ENGINES

M = miles per hour; L = length over all; B = beam; P = brake horsepower; C is a constant, approximately 9.5 for low speeds and 8.5 for high.

To get the best results from this formula one should take some boat similar to his, where the various quantities are known, and solve for C. In this way a much closer value of C will be found and a very close estimate of power be obtained. One must bear in mind that the power of a gas engine is a very uncertain thing and little reliance can be placed on the maker's rating, as some are underrated and some are overrated. For anything over ten horsepower a brake test should be the standard and should be insisted upon.

The next point to consider is the revolutions of the engine and the speed of the boat. More mistakes are made on this point than on any other—in fact, I believe that few men know that one has any bearing upon the other. Even all engine manufacturers do not understand this important relation, for there are engines on the market whose weight and construction make them suitable only for heavy cruisers of low speeds, yet the revolutions are high enough for hydroplanes of 25 or 30 knots. Such engines as these are misleading and are often installed to great disadvantage.

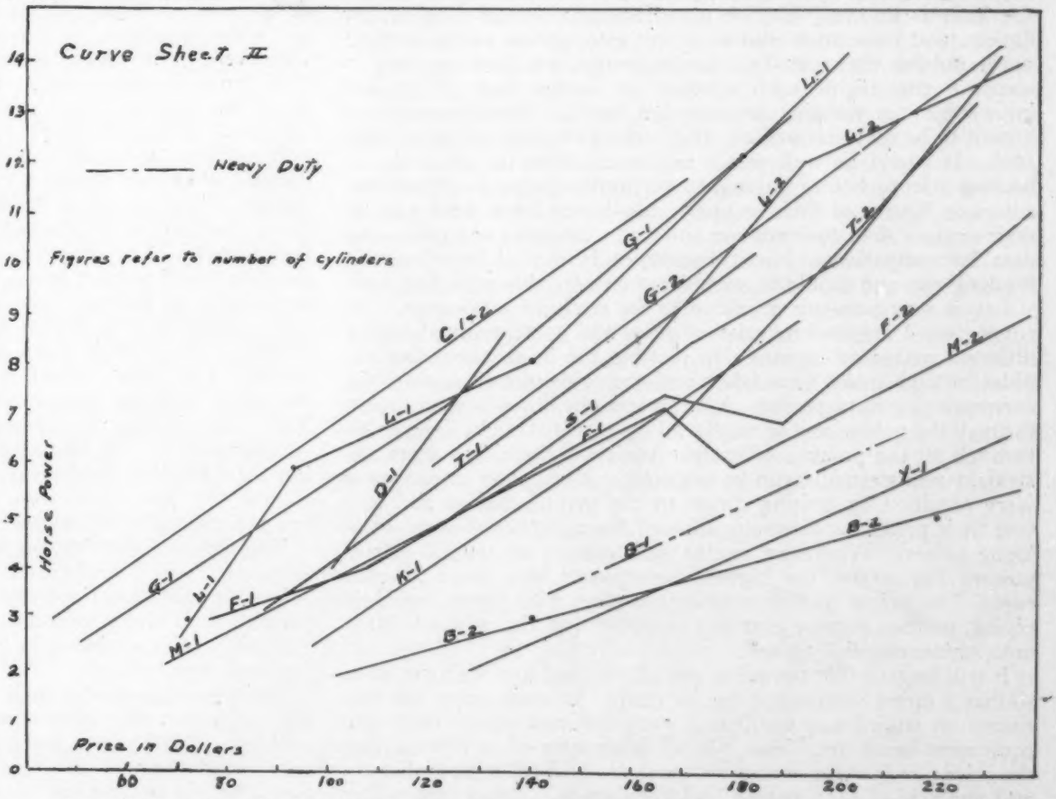
The efficiency of the propeller depends directly upon its revolutions and speed of advance, and if these are not harmoniously adapted one against the other, there will be a waste of power—which of course means a waste of fuel. For low speeds of 8 to 10 miles the revolutions per minute should be kept as low as possible, but engines with less than 300 revolutions per minute are rare. Revolutions greater than 1,000 should never be used except for speeds of 30 knots or over and only then with discretion.

The following table represents good propeller efficiency and will serve as a guide. Variations at times will have to be made on account of limiting diameter, but the best results will be obtained by keeping close to these figures:

Speed	R. P. M.
8-10 miles	300-350
10-15 "	350-500
15-20 "	500-700
20-25 "	700-800
25-30 "	800-950

A speed of eight miles with revolutions per minute of 800 is ridiculous, yet it is very common practice.

The question of cost is one of the first considerations and often even determines the power, for one's means must come first. However, one should weigh quality and workmanship against the



CURVE SHEET, SHOWING VARIATION OF PRICE PER HORSEPOWER OF DIFFERENT MAKES OF ENGINES OF LOW HORSEPOWER

cost, for repairs and poor fuel economy often exceed the first cost. Then, too, the reputation of an engine surely is worth something, and one will willingly pay more for an engine that he knows is reliable and in common use than he will for one of which he knows nothing. Most engines to-day are pretty well standardized and jigs are used in their manufacture so that broken parts can be quickly replaced; on the other hand there are makes of which no two engines are made alike. This, too, should have proper weight in comparing costs. More will be said on this subject when we come to the analysis of catalogues and prices.

The weight of gasolene engines for the same horsepower varies greatly, and an engine of a given power can be found at almost any weight. This, no doubt, is due to the fact that the majority of engines are made for cruising boats where weight has no consideration. In many boats, especially racers, weight is an important factor and one that has to be carefully looked into. Some engines are nothing more than huge piles of metal with no thought given to their design; others are carefully designed and metal placed only where strength is especially needed.

Curve Sheet III represents some 25 engines with speed (revolutions per minute) plotted against weight per horsepower. The weights are those given in the makers' catalogues. Care has been taken to see that the equipment was the same in each case and in no case is reverse gear included. Two engines of each make were taken, one 10 horsepower and the other 30 horsepower, but no high speed, light weight engines were included—that is engines distinctly of the racing type.

It will be seen from the chart that there is a great diversity of weight for a given speed, and no doubt some of it is due to carelessness in giving weights. A mean curve has been drawn to serve as a guide to the prospective purchaser. Some points fall to the left and show that the engine is lighter than the average; others fall to the right (as 32 pounds at 800 revolutions per minute) which show that they are heavy for their speed. This engine is one of 800 revolutions per minute intended for low speed cruisers, as previously mentioned.

Our next point is fuel consumption. This is probably the most important of all in the long run, yet unfortunately the one on which the least is known. Engine manufacturers refuse to give any figures, and those men who have any information on the subject never publish their results. Consequently, we have no data to compare one engine with another, or in the light of present knowledge can we give any average figure. Some engines are known to be very economical, while others are very wasteful with fuel. It would be well worth any man's time to talk with his boating friends before buying, to get some idea as to actual consumption figures of their engines. Most men have some idea of their engines' fuel consumption and a few inquiries will give some data for comparison. Fuel consumption is of vital importance in the long run and should be considered side by side with first cost.

Let us now turn our attention to the study of catalogues. On curve sheet I are shown curves of price and horsepower of twelve different makes of engines. In plotting the lines, about five engines of each make were taken and the price plotted against the corresponding horsepower. A mean straight line was then drawn through the points, and in nearly all cases this straight line passed through all the points. Whatever variation there was from the straight was so small as to be neglected. The prices in each case were obtained by writing direct to the manufacturers and getting their prices, or discounts allowed the general public on catalogue prices. Where an engine was quoted at several horsepowers (as 40-60) the highest horsepower was taken in each case. The prices include engines complete with pump, ignition, piping, muffler, reverse gear and propeller and also a Bosch Magneto, unless especially noted.

It will be seen that the prices are all reduced to a uniform basis so that a direct comparison can be made. In many cases the discounts on engine and equipment were different, many times the equipment being net. This was all taken care of in determining the price—in fact the curves were not drawn until a careful study and analysis of each engine had been made. Below are a few notes on each engine:

(1) Twenty per cent off catalogue price. A four-cycle engine gaining reputation in speed work. Krupp steel crankshafts used in high-speed types. Nickle and special carbon steel used also.

(2) Twenty per cent off. Two-cycle, three port, high speed.

(3) Net. Two-cycle, three port. A well-built engine using good material.

(4) Net. Two-cycle, two port, medium speed. A well-known engine among fishermen and others in Eastern waters.

(5) Twenty per cent off. Four-cycle, high speed, medium and heavy duty (three curves). An engine of long and established reputation.

(6) Net. Medium speed, four-cycle. One of the best-known engines and of long standing; much used in yacht work in large powers.

(7) Net. Four-cycle. No magneto but mechanical oiler supplied.

(8) Twenty per cent. Four-cycle. Not very widely known, and as yet but few built, though gaining in reputation fast.

(9) Net. Four-cycle. A new engine used a great deal in yacht work.

(10) Twenty per cent and 10 per cent. Two-cycle engine of long standing and reputation.

(11) Net. A well-known engine, four-cycle, medium and light speed and heavy duty. Reputation gained in recent years in racing.

(12) Net. A popular and much-sold engine in small powers.

Keeping our attention on Sheet I, we notice that all the plots come out as straight lines. This is very interesting in that it shows that the price varies directly as the horsepower. While the different makers have all chosen a different rate of increase (as shown by the various slopes) yet all increase the price in a straight line. By using the curves we see that a 10-horsepower engine can be bought anywhere from $200 to $950. A 20-horsepower from $400 to $1,700, and so on.

Here we have engines of one make selling from two to five times the price of another make. Unquestionably there is something wrong with prices; and with all the competition, prices seem to bear no relation to one another. No doubt some of the engines are rated high and others low, but it is the listed power a man wants and believes that he is paying for. If this is the fault, the manufacturers should be more careful and more brake tests should be made. (Number one was plotted on brake tests.) But still this is only one solution. What else can cause this wide variation in price of twelve standard engines selected at random? Some engines have better material, better workmanship and better design and, naturally, the price is higher. Some are four-cycle and some two-cycle, the former design being the more expensive. However, if an engine is well constructed, reliable, economical and stands up under usage, and many of these do all this, what more can one ask. As I said before reputation, of course, has a value and is included in the price of many of these.

It will be noted in several cases that high speed engines (shown dotted) of several makes are given along with the medium speed designs. The prices of the high speed engines are considerably lower than the medium speed engines, and the relation is interesting to study. The breaks in the curves represent a change from medium speed to high speed. The curves can be easily followed by holding up the page and squinting along the lines.

Curve Sheet II is plotted for engines of smaller power and includes some of those given on Sheet I, together with some new makes. The prices, as before, were obtained by writing direct to the maker and the same explanation holds as given for Sheet I. The prices include equipment necessary to run, except that no reverse gear or tank has been included. In every case the prices include identical equipment making all the engines standard. Curves "L" and "B-2" show the line and the plotted points and are representative examples.

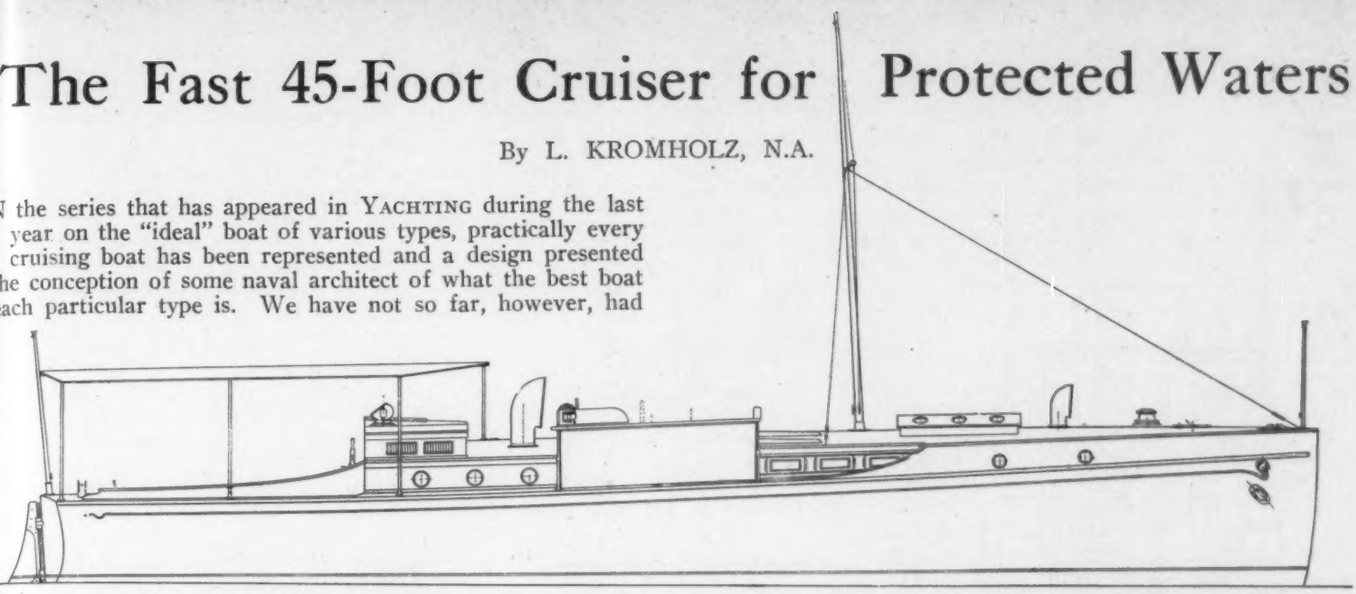
The figures following the letters refer to the number of cylinders, as it was found that the number of cylinders affected the price. It will be noticed that two cylinder engines are more expensive than single cylinder ones. Here again, as in Curve I, there is a wide variation in price, a six-horsepower engine varying from $90 to $230.

Catalogue prices with their various discounts allowed and varying equipment are rather confusing and generally allow no comparison. These curves were plotted only after careful study and correspondence and represent engines and prices that can be compared, and in buying, one should be careful to see that equipment of two engines is the same when comparing prices.

The Fast 45-Foot Cruiser for Protected Waters

By L. KROMHOLZ, N.A.

IN the series that has appeared in YACHTING during the last year on the "ideal" boat of various types, practically every cruising boat has been represented and a design presented of the conception of some naval architect of what the best boat of each particular type is. We have not so far, however, had



a design of the fast cruiser, a boat which is in very particular demand at present for the man who wants a fast and able boat with cruising accommodations, in which he can go anywhere along shore at a good speed without having a boat that is too lightly constructed to be of service, and yet with all the comforts of an out-and-out cruiser.

To meet these requirements a boat of at least 45 feet in length is demanded and the dimensions finally selected after careful thought for this boat were as follows:

Length over all, 45 feet; length waterline, 44 feet 2 inches; extreme beam over planking, 10 feet; beam at waterline, 9 feet 6 inches; extreme draft, 3 feet 9 inches; draft to rabbet, 2 feet 2½ inches.

The description of this Ideal Cruiser, the last of the series, is almost as difficult—if not more so—than the designing of the boat itself. It is well enough to start with a definition of the word "ideal" as Webster gives it. Yet a yachtman's version of the word as applied to boats is frequently entirely different.

The ideal boat of this type is evidently one that must fulfill all these requirements successfully: Accommodations for a small party for week-end, and, occasionally, more ambitious cruising and for a large party for day-trips; with sufficient cabin room to shelter the greater part of the party during inclement weather (or more plainly speaking "showers"); with a galley where cooking can be accomplished in comfort, and an ice-box large enough to hold many brands of liquid and canned goods; an isolated yet roomy engine-room; a large cockpit and plenty of outside room for pleasant weather sailing, with accommodation for crew, to help the owner forget that the sport of swabbing decks and polishing brass can become work when indulged in too strenuously; and above all a boat of smart appearance and able enough to make harbor if caught out in a blow, at more than the average cruiser speed. Here the "idealism" stops. This boat would not be as comfortable riding to a sea anchor as the auxiliary described in the previous issue, nor has it the dozen-and-one other advantages and—vice versa.

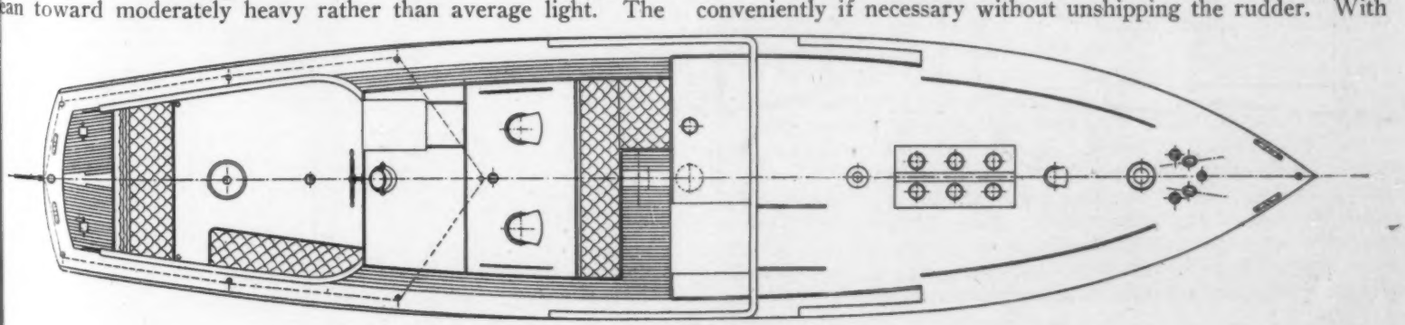
Strength of hull should not be sacrificed under any condition. The accepted standard of best woods for construction and trim is employed. Scantlings—keel, frames, floors, stringers, etc.—lean toward moderately heavy rather than average light. The planking is cedar finished ⅞ inch; plankshear mahogany and decking white pine 1⅛ inch, holy-stone finish; engine-bearers large enough to hold the heavy motor with a margin in favor of extra strong construction, and bulkheads, locker-fronts and all interior joiner work as light as is consistent with strength for the different parts. Throughout, the specifications are such as to ensure a sound, strong hull.

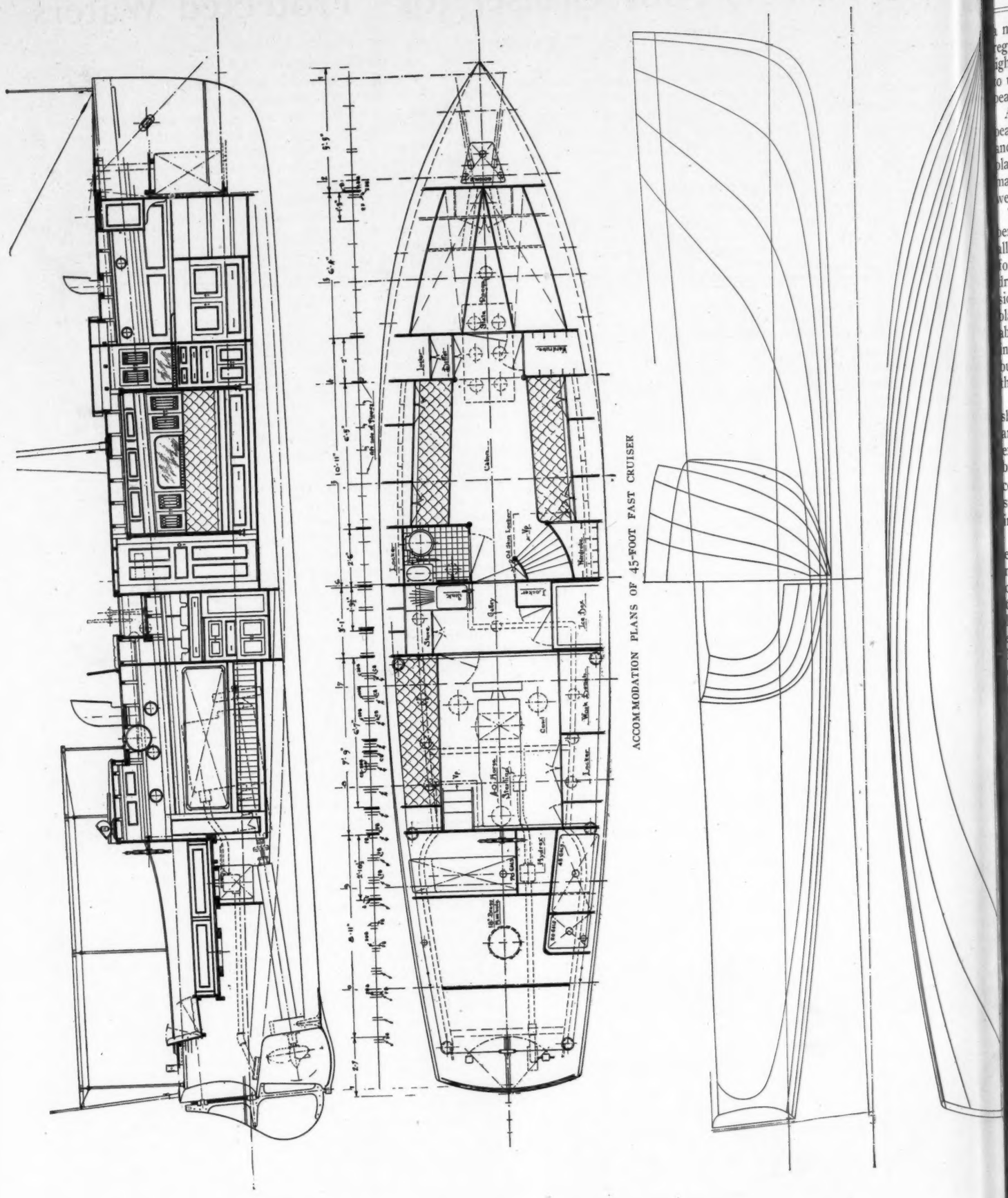
The advantages of the raised-deck forward have been cited often enough to need no mention here. The suggestion of flare in the top-sides gives more deck space to handle lines, and a larger stateroom below. The sash at the cabin breaks up what would otherwise be monotonous raised-deck and the trunk over the engine-room, with ports and large cowls, gives a business-like aspect to this part of the boat. The capped coaming of the cockpit, set in the width of the plankshear, tapers down to the curved transom stern.

The lines show a moderately fine entrance, clean run and a comparatively narrow stern on the water line. These will prevent the continual slam and slap while lying at anchor in a chop, and this same narrowness would permit the boat to ride and slide over moderate seas with less strain on the hull and more comfort to the occupants of the cockpit. Granted, the boat would change trim a trifle when under full headway. But this is neither detrimental to appearance nor speed; in fact it would help in the latter respect, for the entrance would be sharper, and as the displacement increases rapidly in the stern she could not settle excessively. In addition the boat would run cleaner at low speeds.

The sections show a hull that would have a moderate amount of easy roll, rather than abundance of enthusiasm to come to a perpendicular position. There is a slight hollow in the top-sides forward and the stern sections have enough tumble-home to take the flatness out of the sides without encroaching upon the cockpit.

To get the greatest water-line length a plumb-bow is shown with a transom that has a slight rake aft. The use of a large outboard rudder enables the boat to answer readily to her helm and permits a less objectionable shaft-angle than with the rudder placed under the counter. It also eliminates stuffing boxes in the rudder post. The propeller is set far enough under the hull to enable the wheel to work in solid water and it can be removed conveniently if necessary without unshipping the rudder. With





ACCOMMODATION PLANS OF 45-FOOT FAST CRUISER

a military mast, mainly for flying the owner's private signal, a regular yacht type awning over cockpit, carefully arranged skylight, companionways, etc., and well proportioned cowls the boat—to use the words of an editor—puts up a "rather pretentious appearance" for her length.

A water-tight bulkhead separates the stateroom from the forepeak, which is large enough to house a 60 gallon fresh-water tank, anchor cables, etc., with room to spare. It was thought best to place the tank low with a platform over it upon which wet ropes may be more loosely coiled than if positions of tank and locker were reversed.

The state-room is 6′ 4″ long and has two regular built-in berths a little more comfortable in dimensions than usually found on boats of this size. Sufficient space has been allowed for mattresses and springs, under which is locker space and drawers. Forward between the berths and extending under to the sides of the boat, shelves are arranged for the storage of linen, blankets, etc. Against the forward bulkhead, with its bottom well above the berths, is a built-in locker, with bevel-glass mirrors set in doors, shelves, drawers, etc. This could effectually serve as a bureau. Four ports give light to this room and, with the aid of the large cowl, satisfactorily ventilate the compartment.

The cabin, which is 10′ 10″ between bulkheads, is located slightly forward of amidships. Excellent light and ventilation are had by use of hinged sashes. The greater part of the skylight extends over the forward end of the cabin, giving light at the buffet and wardrobe. By way of an innovation, hinged ports could be used in the skylight, allowing independent ventilation to stateroom and cabin. The headroom in both rooms is 6′ 3″ in the clear.

The buffet is worthy of special mention. It is of a size large enough to be of actual use, with leaded glass locker at top where navigating instruments could be carried. The table-top is glass-covered, with small drawers directly under for cracked ice and two full width drawers of different depths for table ware and lockers under for linen, etc. The wardrobe, which has about seven square feet of floor space, with shelf at top for hats and locker below for shoes, still has room for most of the shore clothes. In addition to the wardrobe at the after end of the cabin, hanging space will not be found lacking.

Wide seats are built to port and starboard with upholstered backs which let down to form the berths. One person can sleep comfortably on the berth so made, two persons can sleep there in a pinch, but perhaps a little less comfortably. The usual drawers are below for storage of blankets, clothes, etc. Above the backs of the seats and extending further inboard than the sash are leaded-glass lockers and alcoves with mirror backs.

In reality a toilet of the size shown is more commodious than one would imagine from the dimensions in the plans. Tile is used for flooring of this room, which contains the usual open work plumbing fixtures. A large mirror against the after bulkhead increases the apparent size of this room. A roomy linen locker is built against the side of the boat back of the W. C. A sizable oilskin locker is shown under the slightly curved stairway which leads to the bridge deck.

Opening aft from the cabin is the galley, occupying the full width of the boat, about 10 feet. An extra large ice-box—which may be filled from the deck—is built in to starboard. Lockers as shown will hold food for extensive cruising. Sink is arranged at forward bulkhead with the stove to port. A two or three burner alcohol stove is advisable for economy of space, though Shipmate range could be used, especially if any heat is required below. Dish racks are located above the stove space. The headroom is 6′ 5″ in all working parts of the galley. Of course the objectionable feature is now discovered—the lack of headroom at the entrance to the galley. But, as the average little cook could stand erect here, the distance between top of flooring and under side of deck beams being 5′ 3″, it is not so bad.

On the port side of the galley is a door leading to the engine room. Naturally the main item for discussion here is the selection of a motor. Much could be written on this subject, for nowadays the choice of a good gasolene motor cannot taper down to the one best. A suitable motor would be one of the semi-heavy or heavy duty type, four-cycle, four-cylinder, about 50 to 60 horsepower. Many makes that may be mentioned at random can safely be run at a greater number of revolutions per minute than mentioned in the catalogue, developing more power. Engines with a bore of 6½″ and a stroke of 8″ can be had, weighing complete not over 2,400 pounds. With 60 horsepower the boat would have a sustained cruising speed of 14 miles per hour and be able to pass many "17 milers."

The exhaust line as shown has been tried repeatedly and is extremely satisfactory in all respects. Sufficient room is allowed for a larger muffler than the Hydrex or Thermex; such as the Maxim silencer, for instance. With the help of the under water outlet, placed a few inches aft of the propeller, the exhaust of the big motor could be made, broadly speaking, absolutely silent.

The two cylindrical gasolene tanks of steel, with a capacity great enough to make filling less frequent than usual (the ones shown give a radius of 225 miles on one filling), are placed near the motor where the feed line is very short, eliminating the chances of leakage, or those that come from cutting holes in hull in the more or less dangerous "outside feed pipe." Lubricating oil is carried in a cylindrical tank strapped to the carlins over the motor. The whistle-tank—not shown in the plans—could find room under the cockpit floor. There is a locker transom and pipe berth on port side of engine room, while on the starboard side is a work bench, a large locker extending up to the deck with a smaller locker further aft. A tool locker large enough to carry all the necessary tools is built under the cockpit floor on the starboard side. Spare cans, greases, etc., can be stowed out of the way, yet in an accessible location, as forward of the port gasolene tank. The designed place for the switchboard is on the forward bulkhead. Six ports and two large cowls make the engine room clean and sweet under all conditions of weather. The abundance of locker space in the engine room, where fishing tackle, guns, etc., can be stowed, will enable the fortunate owner to go on short hunting trips should he so desire. A companionway to port opens into cockpit.

The floor of the cockpit is high enough to be self-bailing, yet low for one to have that sense of security not obtained on a flush deck. The seat to starboard is not a bad feature, for it acts as a step to main deck and covers the gasolene tank and alcohol tank. The lazyback seat is wide enough to be really comfortable. It is 6′ 2″ long athwartships—large enough for an "outdoor" berth This seat is made removable for access to quadrant and lazarette. Directly under the seat is a rack for life-preservers where they are instantly "get-at-able," and yet out of the way. A glass top wicker table and two or three wicker chairs would make the cockpit the favorite part of the boat. By use of side curtains it could be made into an extra state room.

Large chocks are securely fastened to the stern deck. Two towing bitts are built so as to act as stops for the quadrant, allowing it to turn but 45° each way. The brass deck plate gives access to the stowage space under the cockpit.

Both steering wheels are shown on the center line of the boat, which is the only correct position. A large binnacle and vertical wheel is arranged in the cockpit, while the bridge-deck wheel could be horizontal. Complete engine controls could be easily carried to both steering positions.

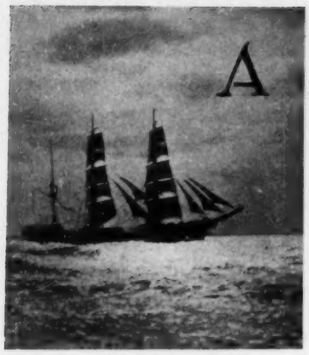
The finish of the cabin would be a matter of personal preference. Teak would be good for all outside joiner work, including cockpit. The state room would be attractive in white enamel trimmed with African mahogany, cabin white mahogany, with doors, buffet, etc., African mahogany. Galley and engine room, white enamel.

In the matter of cost, estimates show that this boat could be built, complete, with engine of the power indicated, in the neighborhood of $5,000, with something more for extra cabin fittings and equipment. So much depends on where the boat is built that no fixed figure can be given. This price might be lowered somewhat in some localities where labor and material are cheap, and might go over in other localities. It is, however, an approximate estimate. She is surely "some boat" for her size and a mighty attractive one.

On the Face of the Waters

A Story of Shanghaieing on the Pacific Coast in the Sailing Ship Days

By FREDERICK WILLIAM WALLACE



A BIG square-rigger had just dropped her anchor in the Lower Bay, and her grey iron hull showed up brine washed and rusty in the light of the warm afternoon sun. While her crew were aloft furling sail for a "harbor stow," a varied fleet of small craft from the shore surrounded her, and soon figures could be discerned swarming over her rail.

Old Bill Watson and I watched the scene with interested eyes, and my companion passed caustic comments upon everything he saw.

"Thar' goes th' crimps, touts an' tailors aboard," he remarked. "Gettin' ready ter bleed any poor sucker of a sailorman that'll listen to their guff."

A powerful cabin launch, flying the blue flag of the Seamen's Bethel surged past the wharf upon which we were lounging, and we watched her as she elbowed her way through the boats around the wind-jammer.

"An' thar' goes th' missionaries." Bill spoke as if he was continuing his former remarks.

"I believe these Bethel men do a great deal of good work among seamen?"

The old sailor spat before replying to my query. "Yew kin jest bet they do, an' many a poor devil of a homewardbounder owes them a vote o' thanks, though it's mighty little they get."

"D'ye mean the soul-saving end of their business?"

"No," he answered. "Th' 'Tarnal Salvation don't bother a sailor much. When a sailor gets religion he goes ter sea no more. I was meanin' th' good work them fellers do in savin' sailormen from th' clutches o' the crimps an' boardin' house touts that swarm over th' rail of a homewardbounder as soon as her anchor's down—th' suckers that stick ter th' sailor until they get his money, and then lure him inter gin mills an' dance halls, till they bleed every cent outer him. When they've squoze him dry they'll heave him out inter th' street like an old swab, or else make blood money outer him by shipping him off in th' first outwardbounder that wants a crew. Yes, siree, I've good words ter say about them Bethel skypilots ever sence I sailed with Capt'n McGregor from Oregon in the old days."

Bill was in a talkative mood, so I took good care not to interrupt the trend of his thoughts, as I knew my silence would encourage him to become reminiscent.

"Yes, siree," he continued. "Bully McGregor and th' Reverend Mr. Thomson—two o' th' hardest nuts I ever met in my seafarin' career."

"You don't mean to say that the minister was a hard nut, Bill?"

"Not exactly in th' way you mean, fer he was plumb full of religion, an' a man what did a lot o' good. I was referrin' to th' way he c'd handle his mitts. Holy Sailor! but he c'd scrap some! A proper bruiser, sir,—as hard as a teak-wood block. Never was shipmates with a better man.

"Maybe you'd like ter hear th' yarn——"

"Go ahead, Bill, I'm listening, but have a fill of my tobacco first. It's the best mixture on the market."

Bill took the proffered pouch, and producing a well-blackened clay from his pocket, proceeded to fill up.

"I ain't much struck on yer fancy smokes—good old ship's plug fer me—Lucky Hit or Fair Maid's good enough fer an old sailor."

After lighting up and adjusting his body to a more comfortable position against the wharf bollard he started.

"It happened a good many year ago, out in Portland, Ore. I landed out thar' as a foremast hand on a limejuice bark from Liverpool.

"Th' ports o' th' Nor'west coast had a holy reputation among sailormen in those days, as th' boarding masters held full sway. Crews all deserted on th' West Coast, as wages out o' them was so high, an' it was impossible fer a skipper ter get a crew onless he got them through the boarding-house masters. Sixty dollars a month was what sailors got in shippin' from Columbia River ports, an' th' sailor suppliers grew rich on th' blood money. Slugging, doping an' shanghaieing was in full play all the time, and the boardin' an' shippin' masters kept things hot around th' waterfronts. As soon as a ship arrived in port they had their runners aboard ajawin' th' crews ter cut an' run, an' offerin' them wages as would make a sailor begin ter think as he could retire after a three-months' cruise. It warn't safe fer a feller ter get more'n half seas over when ashore, fer ef he did he would likely wake up aboard of some outwardbounder with a bad taste in th' mouth and another man's name.

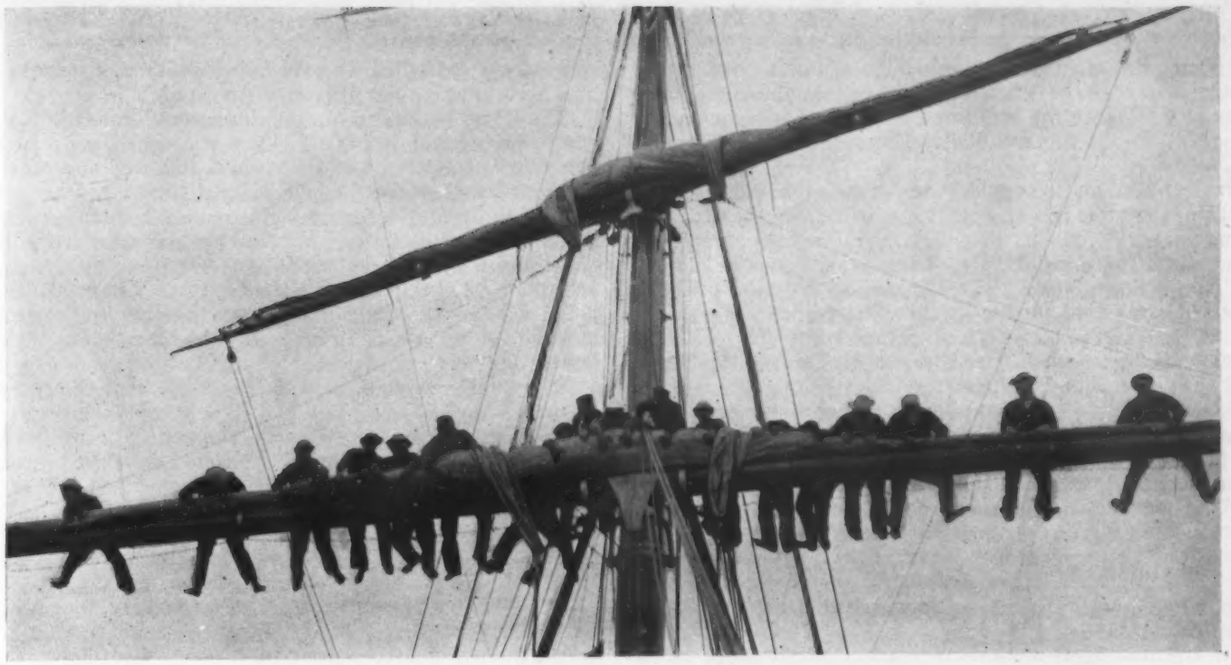
"Frisco was bad, but Portland was a hundred times worse, and th' way some o' th' boardin' an' shippin' masters run th' port and ruled th' supply o' sailormen was a holy terror, and skippers in th' trade would sweat blood iv'ry time they had ter open their articles. I'm tellin' you this by way o' a preface ter th' yarn. However, I lands inter this Vale o' Paradise called Portland as an A.B. on th' British bark Mostynfells, o' Liverpool, and as soon as we hauled up th' Williamette th' runners were aswarmin' aboard of us, an' treatin' us ter free drinks an' slingin' their usual line o' guff about fine times ashore, an' th' wages we c'd get on o' Portland ef we knew our book.

"While th' half o' was feelin' good an' hangin' on ter them runners as if they wuz th' best fellers in th' world an' our own blood brothers, a clerical gent appears amongst us and cries: 'Men when ye arrive in port avoid these boarding-house scoundrels and stick to yer ships. Any of you that wish advice an' honest entertainment will find it at th' Institute. Beware of these fellows, I say, or ye will surely land yourselves in trouble.'

"He gave us a line o' talk on th' same subject, but we was too well soused to take much notice o' him, but I noticed that some o' th' pluguglies that we was arm in arm with tried ter jolt the sky-pilot some. One big tough was ajawin' two yung English sailors inter desertin', when th' sky-pilot interferes an' tells them ter stick to their ships an' have nothing ter do with th' runners that was tempting them. Th' first thing I know'd was th' sky-pilot gettin' a bash in th' mug, that knocked him up agin th' foremast an' in among th' gear. Th' minister got up, wiped th' blood from his mouth, an' takin' no notice of th' feller that struck him, perceeded to warn us again.

"'The boardin' masters here,' he says, 'declare that a ship never came into Portland and sailed agen with th' same crew. Give 'em th' lie with this ship, men, an' show these scoundrels that sailors have wills of their own, and are not to be bribed, bought or sold by any boarding-house master that ever breathed, whether in Portland or any other town. Keep close to your ships and avoid drinking with chance acquaintances, or you may find yourselves drugged and robbed, and sent to sea again in a strange ship. The Institute is always open to sailors, and we can provide better and cleaner entertainment than any of these harpies can offer you.'

"Th' sky-pilot was so earnest in his appeal to us that we began ter shake off th' scum that was so mighty free with their good times an' drinks. We liked th' looks o' th' young minister, and we let th' plug that struck him know that he was ter keep his hands in his pockets in future, though we would ha' liked th' minister better ef he had ha' hit back. An' he was no chicken either, for he had a good chunky build, an' an ugly jaw, but I suppose th



"HER CREW WERE ALOFT FURLING SAIL FOR A HARBOR STOW"

rofession he belonged ter wouldn't allow him ter scrap. 'Ef omeone bats ye on one ear let him hit ye on the other.' So says n' Scriptures, an' th' sky-pilot was livin' up ter his creed—at least hat was what 'we all thought at th' time. Ye know, we kinder ook upon sky-pilots as bein' like women. It would be a shame n' a crime ter strike them.

"Waal, th' minister's words had some inflooence with us, fer e politely told th' runners ter depart fer a warmer climate an' ave us alone, an' when we tied up ter th' dock we pushed some them ashore. One o' them I accidently pushed inter th' river, n' we all roared as he scrambled out like a half-drowned rat, ursin' an' swearin' somethin' sinful.

"While in port we found that th' sky-pilot was the Reverend Ir. Thomson—a man that was hated like pizen by th' boardin' n' shippin' masters o' th' city, owin' to th' way he had spoilt their chemes on several occasions, an' we heard that they had tried verythin' they c'd think of ter put him out o' business. We saw im pretty often, as th' most of us stuck ter th' ship, an' spent our isure time at th' Institute. While we was layin' in port we saw large American ship, th' Ezra P. Jackson, haul out inter th' tream, loaded an' waitin' fer her crew. Her skipper was th' ost notorious tough on th' West Coast—a savage brute of a an named McGregor, an' th' tales that were told o' this feller as enough ter make yer hair curl. On his previous passage he ad a mate who had ter skip at Astoria owin' to his havin' killed man aboard of her, an' it was a well-known fact that every ailor in Portland was lookin' fer him to pay off old scores, an' t the same time keepin' his weather eye liftin' to avoid bein' hipped on th' Jackson.

"For two weeks she lay in th' stream, unable ter get a single an, even though th' skipper was offerin' sixty-five dollars a onth ter foremast hands, but his reputation kept any sailor from gnin' on at any price.

"However, ter come down ter solid facts. One night we were oming down to the ship from the Institute, when Mr. Thomson ccompanies us, as he said he was goin' ter see a man as hurt isself, on one of th' craft in port.

"I remember walking down th' street with th' sky-pilot an' ayin' a few commonplaces, but when passin' a dark entry some-ody hit me a crack from behind, and I went to sleep for further rders. How long I was unconscious I don't recollect, but I ame to myself a long time after, an' found out that I was laying n a lower bunk with a suit of greasy dungarees to cover my akedness. I had a donkey's breakfast under me, and a dog's wool and oakum blanket around my body. I knew from the moment my senses returned that I had been a victim of the common Portland graft, an' that I was shanghaied aboard of some outwardbounder, bound for Gawd knows where. I did not get much time ter think, however, as a savage-lookin' officer came inter th' foc'sle an' hauled me outer th' bunk.

" 'Rouse out, you sojer,' he growls. 'Ye've been on yer beam ends long enough, so step out on deck lively, or I'll know th' reason why.' I was too old a hand to say anythin', so I lurches out on deck, feelin' very sick an' shaky.

"I felt a lot sicker when I saw th' craft I was aboard of, an' when I gets a glimpse o' the ugly mug o' Bully McGregor glarin' at me from th' weather alley I mutters a good many deep water prayers under me breath. Gawd, the thought o' havin' been shanghaied on that Downeast hellship—th' Ezra P. Jackson, an' with her bully skipper, nearly unshipped my brain.

"While I was standin' mooney like, I gets a kick in th' ribs from th' officer's boot, an' he snarls at me:

" 'Go on thar'—hump yerself and don't stand star-gazin'. Lay aloft an' overhaul an' stop th' main r'yal buntlines an' be smart about it.'

"From the royal yard I could see the Columbia River Lightship well astern, so that I reckoned that I must ha' been insensible fer at least two days. I guess they must have drugged me as well.

"We were hustled an' bullied around decks like a lot of sheep, and I was mighty glad when eight bells struck, an' I was able to get below an' think.

"All th' men aboard o' th' Jackson, barrin' th' after-guard, had bin shanged aboard, an' one o' them was still lyin' in his bunk, dead to th' world.

"I looks over this poor devil as he lay breathin' heavily, an' I saw that he had bin badly mauled. His face was cut an' bruised, while th' clothes on him were a shade worse'n mine. His head was shaved as if he had just done time, but I c'd see that he was a sailor by th' anchors an' devices he had tatooed on his arms.

"When I turns in I began to think on past events, an' wondered whar' th' sky-pilot was. Had they slugged him as well as me?

"I must ha' dropped asleep, fer I was awakened suddenly by hearin' talkin'. I looks up an' sees th' doped one standin' up among th' men.

" 'You say I am shanghaied aboard of the Jackson?' asks he.

" 'You kin bet yer last dollar on that,' says one. 'None o' us came aboard of our own free will.'

"He seemed fair staggered at that, but when he speaks again

his voice seemed strangely familiar. I gives him a good squint and became plumb awake when I discovers that the shanghaied sailor that stood before me was none other than my companion of two nights ago, the Reverend Mr. Thomson, of the Seaman's Mission.

"He turns around and recognizes me. 'So, my friend,' says he, 'we're both in the same fix. I expect my friends of the boarding house fraternity will consider that they have scored a great point in shipping the Reverend McAuley Thomson off on a deepwater voyage. However, we'll see. There's nothing to do but grin and bear it, and I thank God for the fact that I have been a sailor in my time, as well as a minister of his church.'

"Just as soon as he finished speaking a big, bearded ruffian I had never seen afore, but who happened to be the mate, came inter th' foc'sle. Singlin' out th' sky-pilot he makes for him. 'Here, my snoozin' beach-comber,' he roars, 'I want you.' With that he makes a grab for his reverence.

"Say, mister, the fracas that followed would ha' done yer heart good. Mr. Thomson hits that mate so hard between the eyes that he saw star sights for further orders. Then th' tussle began, an' nothin' could be heard in th' foc'sle but th' sock o' heavy fists an' the swearin' o' th' men. In ten seconds th' sky-pilot had that big brute of a mate stretched stiff on th' floor, an' th' fierce black beard yanked off'n him.

"One o' th' men gives a kinder scream when he looks on th' prostrate mate. ' 'Tis Billy Murdoch, boys—th' feller as skipped at Astoria last passage fer killin' th' dago. Stamp yer boots in his figgerhead, mates, fer a bigger blag'ard never sailed salt water.'

"The sky-pilot jumps for'ard, pantin' an' red in th' face. 'So it is, boys,' says he in a hard tone of voice. 'However, I'll draw Mr. Billy Murdoch's teeth.' An' with that he reaches down an' pulls th' mate's gun outer his hip pocket.

"When he had done this he turns around to us men, who were waitin' ready on his word ter shove th' unconscious mate over th' side. 'When he comes to,' he says, 'don't allow as ye have recognized him, as this man is wanted by th' police. Leave it to me to see that justice is done to all hands aboard of this packet. I'll just lash this feller up safe an' tight, an' I'll interview Mr. Bully Captain McGregor an' th' second mate.'

"We give th' sky-pilot a hand in lashin' up the mate, an' did not take long ter have his nibs trussed up like a chicken.

"The fracas with the mate in th' foc'sle had taken but a few minutes, an' was unknown ter th' after guard, for when I has a squint outer th' foc'sle door I could see th' old man doin' his three steps an' a turn along th' weather alley, an' every now an' again givin' th' man at th' wheel a savage look ter keep him on ter his job.

"The sky-pilot deliberates for a minute an' then turns to us an' says: 'Boys, I'm going aft to interview th' old man. I want you fellers t' follow me up, an' ef thar' is a rumpus ye'll have ter give me a hand. Ye can each take a belayin' pin o' th' rail an' keep it up th' sleeves o' yer jumpers, an' ef th' idlers sh'd want ter rush us any jest put them ter sleep. No unnecessary bashin', mind, or else we may land ourselves inter a bad fix. I have a little scheme that'll make it all right for th' crowd of us.'

"You kin bet, mister, that we'd ha' followed his reverence into Hell with th' lid off, an' he seemed pleased when we told him so, although he told us at t time ter moderate our language.

"Well, sir, he hitches up his dungarees, an' stickin' th' mate gun in his jumper, he rolls aft, and was up th' poop ladder afo old Mac was aware of it. We others followed at a safe distanc with our weather eyes liftin' fer squalls.

"Old Bully McGregor swung around in a minute when he se th' sky-pilot come up on th' poop, an' steps for'ard with a ha gleam in his eye.

" 'Well, what th' Hell d'ye want aft here?' says he.

" 'I wanter see you, captain,' says th' sky-pilot, respectful lik

" 'Oh, ye do, do ye,' replies th' old man. 'An' what hev y got ter say?'

" 'I suppose, captain,' says th' sky-pilot, 'that ye are well awa of who I am?'

" 'Th' devil I am,' answers th' skipper, 'who th' devil are y anyway? Ef ye wanter know who I am I won't be long in showi ye. Away for'ard wi' ye.'

"McGregor was quick, but he warn't so quick as th' ministe for when he stepped for'ard ter boot Thomson off'n th' poop, h was starin' silly like inter th' muzzle o' th' mate's six-shooter.

" 'Mutiny, by Gawd,' yelled th' old man.

" 'No,' says Thomson as cool as an iceberg, 'not mutiny—je a little bit o' strategy. You thought you had scored a great tri on me when you an' yer scoundrelly pals o' boardin'-house keepe lured me down ter th' wharf with a 'sick man' message, an shanged me aboard of your vessel, where, no doubt, you were pr pared to see that I never reached my destination. Don't deny i you scoundrel, as I have heard all about your threats as to wh you would do ter me ef ye could only get th' chance. I made it h for you last voyage, an' you know it—you an' your brute of mate, an' I'll make it hotter still.'

"The old man was black in th' face with rage, an' cursed a swore somethin' sinful. He could see us fellers standin' und th' poop with pins in our fists, an' it did not take him long ter s that we had th' drop on him. He starts roarin' fer Mister Robbin (that I suppose was th' name that Murdoch, th' mate, was no known as), but we laughs at him when th' sky-pilot tells him th Mr. Robbins was unavoidably detained for'ard.

"Th' second mate heard th' row on deck, an' when he stuc his figgerhe'd above the companion I swotted him a clip on th' m that sent him silly, an' th' crowd o' us piled down th' companio ladder arter him.

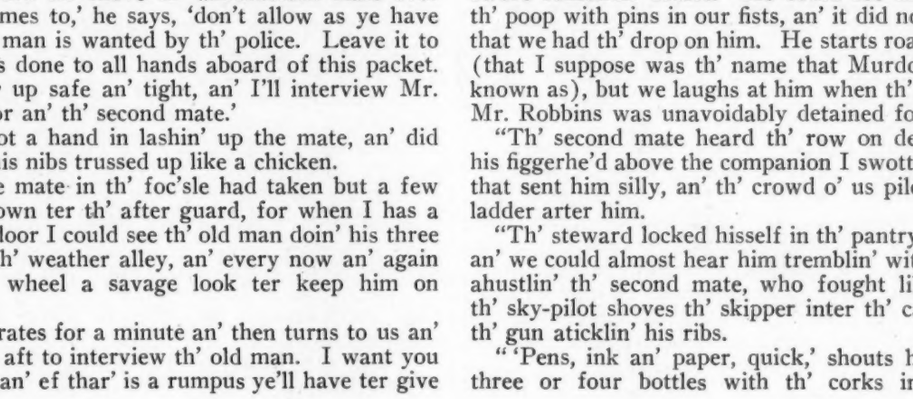
"Th' steward locked hisself in th' pantry, near stiff with fright an' we could almost hear him tremblin' with fear. While we wa ahustlin' th' second mate, who fought like Jemmy Squarefoot th' sky-pilot shoves th' skipper inter th' cabin with th' muzzle o th' gun aticklin' his ribs.

" 'Pens, ink an' paper, quick,' shouts he, 'an' one of you g three or four bottles with th' corks in them. Don't ferg th' corks.'

"We got th' article he wanted, but for t life o' us we couldn make out what h wanted them for. A soon as we place them on the table, h shoves th' skipp inter a chair and co mands him ter tak up a pen an' write.

"Old McGrego moved too slow fe th' sky-pilot's likin so he jams th' muzz o' th' gun inter t old bully's ear.

" 'Hump yourse you old sweep,' h cries, 'or I'll forg



"IN DUE TIME WE ARRIVED OFF QUEENST'N"

myself an' blow yer ugly head off afore I know it.'

"The skipper took up th' pen with a bad grace.

"'Now,' says his reverence, 'write down as I dictate. McAuley Thomson, clergyman of the Seaman's Mission, Portland, Ore., was shanghaied aboard of my ship, Ezra P. Jackson, bound from Portland, Ore., to Queenstown, by Michael Kernigan, boarding-house master, of the former port. If any harm comes to the said Thomson, I hereby hold myself responsible.'

"The old man penned the words as dictated, and I could see th' gleam of a sarcastic smile pass across his face as he wrote.

"The minister makes him sign th' document and make two exact signed copies, then he picks up th' papers an' th' bottles an' steps out on th' main deck, leaving us ter look arter th' skipper.

"In a few minutes he returns to th' cabin agen.

"'Now, captain, you are free, except that a proper entry of my kidnapping must be made in th' log. See that you do it. You will probably be wonderin' what I did with th' papers you so kindly wrote for me, eh?'

"'Naw,' growls th' skipper, 'I don't care two damns what ye did. Stow yer gun, an' I'll hev great pleasure in makin' ye sit up. I'll log th' crowd o' ye for this. Mutiny on th' high seas is an indictable——'

"'Thanks, captain,' says Thomson, 'I know all about th' navigation laws—probably better than you know yourself, to judge by your savory reputation. That, however, is not th' point—I am about to explain to you my means for protectin' myself against bein' hazed to death by yourself an' your gentlemanly mates. Ye've heard of bottle messages, captain,—yes, of course, you have. Well, captain, I've just put those documents of yours, signed in your own fist, mind ye, into three bottles, sealed well an' corked tight, an' lashin' them to three of your cork lifebuoys, have cast them into th' sea and the care of th' Japan Current. A lifebuoy with th' ship's name on it is a thing that is easily identified an' likely to be picked up. I am casting my bread upon the waters, as it were, an' by th' time we arrive at Queenstown the world will know where McAuley Thomson is, an' you may depend that if anything happens to him there will be a great deal of trouble in store for your Portland friends and Captain McGregor.'

"Well, sir, we clears out an' leaves him speechless, and turns to an' does our duty—th' minister as well as th' rest of us, an' he turns out ter be a pretty good sailor, an' c'd hold his own with any man at reef, hand an' steer. He had made one or two v'yges afore th' mast afore he studied fer sky-pilotin', an' when he got his certificate fer that line o' biznes, he turns naturally ter lookin' arter th' spiritool needs o' sailormen.

"Mr. 'Robbins,' th' mate, was released an' sent aft, an' by th' manner o' him arterwards th' skipper must ha' told him ter be very careful in handlin' th' crew, as he become as nice as pie.

"In due time we arrives off Queenst'n, and afore he steps ashore th' sky-pilot steps up ter old Bully McGregor.

"'Just a little present fer ye, captain,' he says, holdin' out some papers.

"The skipper glances over them an 'looks up in surprise. 'Why, I thought you had put these inter bottles an' hove them over the side?'

"Thomson smiles. 'Well, no, captain,' says he, 'I'm sorry ter have deceived ye, but I really thought th' papers would be safer in my pocket than floatin' around th' ocean in a bottle. It's too bad about throwing your life-buoys away——'

"'Aw—damn yer apologies,' yelled th' old man. His reverence steps down th' gangway along with th' rest ov us an' arter givin' us a little bit o' a lecture, went his own way.

"Two or three days later I sees in a Liverpool paper that th' warrant for Murdoch's arrest was served on Mr. 'Robbins' through the agency o' th' sky-pilot, an' he was taken in custody ter th' United States aboard o' an American ship."

"And what became of the sky-pilot?" I inquired.

"Oh, he went back an' cleaned up Portland."

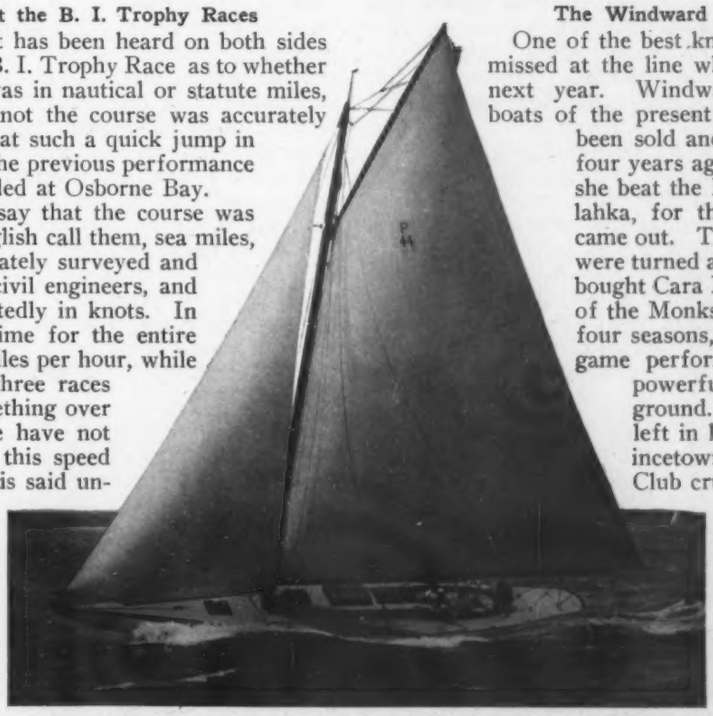
The Month in Yachting

Concerning Speed Made at the B. I. Trophy Races

CONSIDERABLE comment has been heard on both sides of the Atlantic since the B. I. Trophy Race as to whether or not the speed made was in nautical or statute miles, and if the former, whether or not the course was accurately surveyed. It seems incredible that such a quick jump in speed should be shown between the previous performance of the boats and the speed recorded at Osborne Bay.

In this connection we would say that the course was laid out in nautical or, as the English call them, sea miles, and was said to have been accurately surveyed and marked by a reputable firm of civil engineers, and the times as given were undoubtedly in knots. In the contest Maple Leaf's best time for the entire course was 49.2 knots, or 56.4 miles per hour, while Ankle Deep's average for the three races was given as 45.38 knots or something over 52 statute miles per hour. We have not seen either of these boats make this speed before in competition, though it is said unofficially that Ankle Deep has attained that speed over a shorter course. What part the tide might have played in attaining these higher speeds we do not know. It is probable that it may have contributed materially. It is also possible that some of the marks may have shifted, or that the course was shorter than supposed.

The performance of all the leading boats was nothing short of marvelous, and on two of the days conditions were ideal.



WINDWARD, THE OLD CLASS P RACER, HAS BEEN SOLD TO HALIFAX

The Windward Goes to Halifax

One of the best known boats on the Sound will be missed at the line when the first starting gun booms next year. Windward, one of the first class P boats of the present type in New York waters, has been sold and taken to Halifax, N. S. Built four years ago from designs by Wm. Gardner, she beat the Herreshoff Cara Mea, then Naulahka, for the Manhasset Cup the year she came out. The next year, however, the tables were turned and "Styuve" Wainright, who had bought Cara Mea, beat her. Then in the hands of the Monks brothers she was raced hard for four seasons, and was always a consistent and game performer until the newer and more powerful boats forced her into the background. Just to show that there was lots left in her, she won the run from Provincetown to Marblehead in the New York Club cruise last summer, beating the entire fleet, schooners and all. Some racing for a 32-foot waterline boat—what?

As if to end her Long Island Sound career in a blaze of glory, she was sailed from City Island to Halifax in September by some amateurs from the latter port and made the 550-odd nautical miles in a no-stop run in 3 days 17 hours, which is some traveling, 400 miles being on the open Atlantic. We shall miss her when the fleets gather next season.

THROUGH THE BEAUTIFUL AND PICTURESQUE ISLANDS OF CASCO BAY TO PORTLAND HARBOR

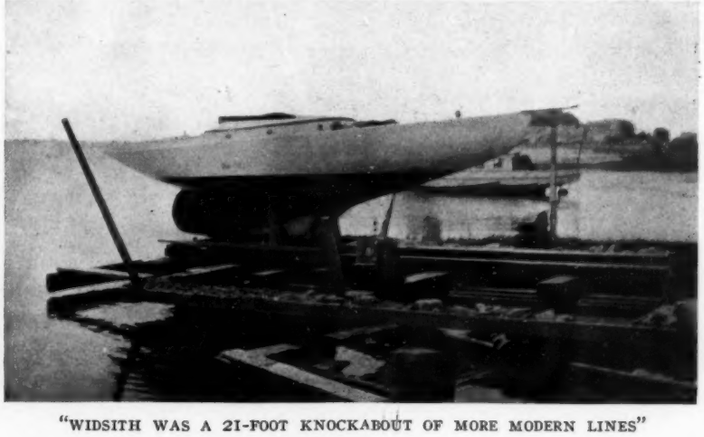
A Long Cruise in a Little Ship

From Maine to Sandy Hook in a Twenty-one Footer, and the Adventures that Befell on the Way

By THE MATE

THE Skipper and I are numbered among those that started our yachting as small-boat sailors. The Skipper's first experiences were at the age of ten in a flat-bottomed rowboat with a sail, and he has been an enthusiast ever since. My own career as a sailor dates only from the time the Skipper and I decided to sign as shipmates for the voyage of life, and that was not very many years ago. However, under the tutelage of such an experienced sailor I soon acquired the rudiments of what is now our joint hobby, and the rest came with experience—is still coming, in fact.

My first lessons were in a little fifteen-foot Great South Bay catboat on the waters of Upper and Lower New York Harbor. We seldom were out more than half an hour, sometimes only a few minutes, before being drenched, and, of course, stayed that way till we got home, often after a whole day's sailing. This was the beginning of the toughening process which made possible the successful voyage of the Widsith, as hereinafter described. From this able little boat we progressed to a seventeen-foot cat, a "sand-bagger," with tremendous sail area for her size. We sailed her for a season. But one of the proudest moments in our career as "yachtsmen" came when we became possessors of a twenty-five-foot cabin sloop. She was a keel boat, a little old-fashioned in line, perhaps, but staunch and able, roomy and comfortable. The first boat of her type we had sailed, we got a great deal of pleasure and usefulness out of her, and, best of all, we learned the delights of cruising. Once you have tasted them there is nothing that equals them for you. In this little boat we cruised the length and breadth of Long Island Sound, and over to Block Island, besides short trips around New York and Jersey.



"WIDSITH WAS A 21-FOOT KNOCKABOUT OF MORE MODERN LINES"

It seemed like parting with an old friend to sell the faithful little craft, but ambition still beckoned onward; so we resigned her to other hands and purchased a thirty-three-foot cabin knockabout of more modern and graceful lines, and having, of course, a little more room for the comforts of life, and a few luxuries besides. This boat happened to be located in Casco Bay, Maine, and the problem at once arose how to get her to New York. It didn't take us long to decide to sail her down ourselves, and we were surprised to find that this decision met with the disapproval, or, in some cases, the violent opposition of our family and friends. The Skipper, however, answered all objections with the remark that if she couldn't make that trip he didn't want her, and if he and his first mate couldn't handle her they didn't deserve to have her; and so the trip was undertaken.

We had always superintended or done most of the fitting out on our boats ourselves, and we soon found out by experience that doing it by correspondence is a very different proposition. But that was something that could not have been helped, even had it been foreseen. We spent a whole day of our precious vacation, after we reached Casco Bay, in overhauling, rerigging and rearranging almost everything, and even then there were some important things overlooked that we had trustfully expected the man in charge to attend to as directed. Now we trust no one but ourselves, and suspect everything of being badly done except what we have seen to.

It was at eight in the morning of Wednesday, June 12, that our trip really started from South Freeport, on Casco Bay. We had a motor boat tow us the first few miles, as it was calm and we were anxious to get started. Near Littlejohn's Island we picked up a light breeze, and, casting off, en-

joyed a sail through the beautiful and picturesque islands of Casco Bay to Portland Harbor, anchoring off the yacht club there about noon. By this time it had clouded over and begun to rain, but we got into oilers and went ashore to a ship chandlery to get some equipment which we couldn't get at South Freeport.

Returning to the boat about one o'clock, we at once got under way, eating lunch on the wing, as the wind was light and we had no time to waste. We sailed slowly out of the harbor, with a light air from the west, running down past Cushing Island and Portland Head, where the wind left us and we found quite a swell on. After drifting along with the tide for some time, we picked up a little wind from the south, which gradually freshened, and we made good headway along the coast past Cape Elizabeth. When off Fletcher's Neck we were tempted to run in behind Wood's Island, but decided to keep on to Cape Porpoise. When nearly there the wind again went light, and, as it was about seven o'clock and cloudy, we decided to put into Cape Porpoise Harbor for the night, our chart indicating good anchorage there.

We picked up the outer channel buoy all right and headed for the harbor entrance. Here our troubles began, for most of the buoys seemed missing. We learned afterwards that they had not yet been replaced since the winter. We could see the lighthouse, and finally made out a beacon looming up in the darkness, which our chart did not seem to show. As there seemed to be good water on both sides of it, we were left in doubt on which side to pass it. So we went between it and the lighthouse, and felt our way during a good many anxious moments up the unknown channel. After we got well inside, we found a couple of buoys and saw the dim outlines of a fleet of lobster and fishing boats, near which we anchored for the night.

The Maine water is icy cold and the early summer breezes very keen, so we were both pretty wet and cold by this time, and our first thought was of something hot to eat and drink. The Skipper started to operate the patent kerosene stove, which we foolishly had not tested before starting. Without warning, it blazed up and was enveloped in flames which shot nearly to the cabin roof. Realizing the danger of an explosion inside, he seized the stove and made for the open hatch. He had hardly gotten safely on deck when the whole thing exploded, lighting up the harbor weirdly for a few moments. After it had burned out, examination showed it to be hopelessly out of order, and we were left with no means of heating or cooking anything. It was now about ten o'clock and the entire town seemed asleep—at least we could see no lights, and had nothing to guide us as to any settlement on shore. So we turned in after a wretched supper of cold canned beans. We were cold and tired and hungry, and that was the most forlorn meal I ever sat down to. We tried to drown our sorrows and supply the needed warmth with a generous dose of whiskey, but it was a poor substitute for the nice hot supper we had counted on.

Our first day's trip covered about thirty-four miles—not as much as we had hoped to make, but still a fair start.

The next morning, about four o'clock, we were awakened by loud shouting and "cussing" outside, and the Skipper made a dive for the hatch in time to see a small power boat, with an oyster skiff in tow, headed for us at a good clip. A man in the bow was yelling and waving his arms, but she came straight on and struck us a glancing blow amidships. The steering gear had become jammed, the men explained, and, apologizing in their rough way, went off, leaving us mourning over a crack in our starboard rail and a sad blemish on our white paint.

Sleep being banished thus rudely, the Skipper took the dink and rowed ashore in search of a hot breakfast, leaving the mate still shivering between the blankets. He finally found a small hotel, and, locating the proprietor by vigorous snores issuing from one of the windows, roused him and begged for an early breakfast. Having won a good-natured consent, he came back for me, and we went ashore to a six-o'clock breakfast. We never enjoyed a meal more in our lives.

Things began to look brighter now, and we set forth on a quest for a substitute for the ill-fated stove. The only thing we could get was a little old-fashioned kerosene stove with a double wick, but we were thankful to have even that. The harbor, now we could see it by daylight, was small and rocky, with a great rise and fall of tide. We were glad we had had our luck with us when we came in the night before, between the rocks which now showed plainly on both sides of the entrance. When we got back on board we planted the old stove with scant ceremony in the bottom of the harbor.

About nine o'clock that morning we started out under full sail, with a fresh off-shore breeze, and headed down along the coast. The wind freshened till we were driving along with our lee rail under water and smothered in spray. The Skipper, deciding to put in a single reef, handed the wheel over to me, but before he got the reef in he had to take in the jib altogether and put two reefs in the mainsail, and even then we had too much at times. We "skinned" the shores as close as possible to avoid rough water, and were repaid by the closer view we got of the beautiful coast as it flew past us. About noon we passed Portsmouth, and, looking out to sea, could see the Isles of Shoals. We snatched a bite of cold lunch without stopping, as no favorable place to anchor was available without going considerably off our course, and it was impossible to cook, hove down as we were.

It was nearly four o'clock when we came

SNEAKING INTO HARBOR

THE MATE TAKES A TRICK AT THE WHEEL

WIDSITH

abreast of the jetties running out from Newburyport, Mass., and, as it was so rough and was getting late, decided to go in there for the night, instead of trying to keep on around Cape Ann. We had to buck a strong ebb tide, and this, together with the heavy sea and head wind, made it hard work getting through the narrow entrance between the stone jetties, which didn't look any too inviting under these circumstances. There was one buoy in particular which we thought we never would get past; sometimes we would almost weather it, but lost on the next tack all we had gained. We finally made it, and, once inside, followed the channel markings, which are very plain, up to an anchorage off the yacht club. It blew so hard that we started to drag after anchoring, and the Skipper had to hustle out the heavy ground tackle. A stormy night threatened; and as we were tired, we turned in early, not going ashore at all. That night saw thirty-eight miles added to our record.

"AFTER WE GOT INSIDE WE SAW THE OUTLINES OF A FLEET OF LOBSTER AND FISHING BOATS, NEAR WHICH WE ANCHORED FOR THE NIGHT"

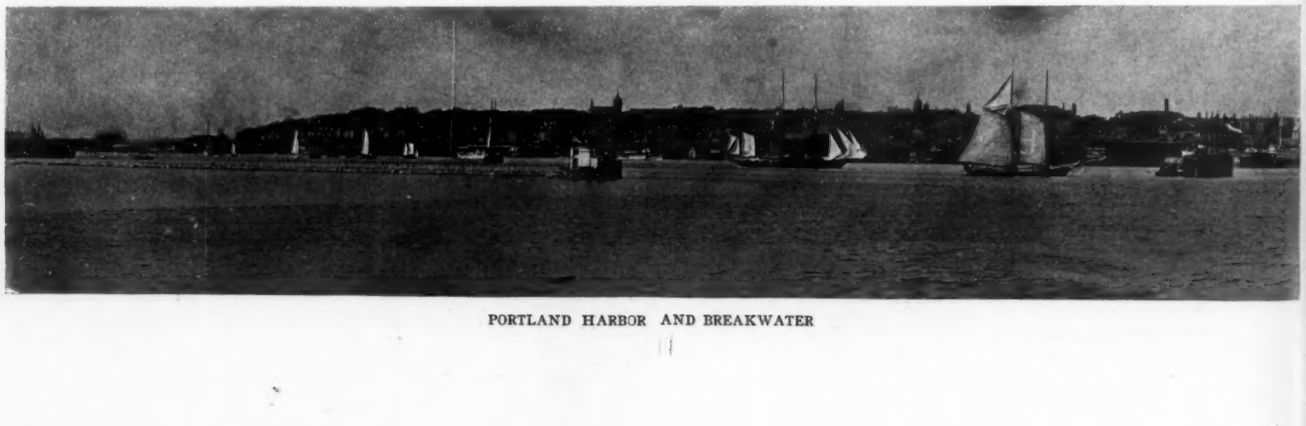
Friday morning we got under way after a six-o'clock breakfast, and worked slowly out of the harbor against the tide and with a very light wind. Outside we found a heavy swell, the result of the previous day's blow. We headed across Ipswich Bay for Cape Ann, making slow progress, alternately climbing up one side of the big rollers and sliding down the other, so that it was one o'clock before we got off Halibut Point. After some searching we picked up the buoys leading inside the breakwater and ran in past Rockport. Outside, to seaward, we could see the seas breaking on the dreaded Dry Salvages. Passing out from behind the breakwater, we bore away to the southward between Thatcher's Island and Cape Ann, with a fair wind. We passed the mouth of Gloucester Harbor and kept on for Marblehead. The waters here were full of beacons, spindles and navigation marks of all descriptions, due to the rocky character of the coast and to the many small islands; but the coast is picturesque and attractive.

It was five o'clock when we ran into Marblehead and anchored off the Boston Yacht Club station. The harbor was crowded with yachts of all sizes and descriptions, and presented an animated scene. After dinner on board we went ashore to get water and other needed supplies. In looking over our charts that evening we found that we had covered thirty-two miles during the day.

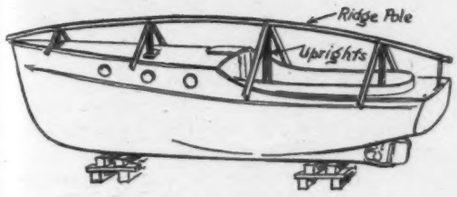
The following morning we were up early, and the Skipper went ashore to do some errands while I cleaned up the ship. When he came aboard we overhauled some of the rigging which needed attention, and were under way again by nine. It was a fine morning, and we enjoyed the sail out past Marblehead Rock, having a brush with a couple of other boats on the way out. This was our first opportunity to try our speed against others of our size, and we were pleased to see that the Widsith could hold her own nicely. Our course lay south for Minot's Ledge Light, and we bowled along under a constantly freshening breeze. When we were off Boston lightship, about noon, we were driving into a sou'wester, smothered in spray. Before this we had made the uncomfortable discovery that our decks leaked quite a bit, and by the time we were off Minot's Ledge the captain had to pump out a couple of times, a proceeding difficult and somewhat risky, as the pump was in the deck and he had to stand with one foot on the rail. I had the wheel at these times, and what with trying to ease her so as to keep her nearly as possible on an even keel so that he could make the pump draw and still keep an anxious eye on him, I had my hands full.

We kept on under full sail, however, as the Skipper's pet weakness is a dislike to shorten. After passing Minot's Ledge we made a number of short hitches down the beach past Cohasset and Brant Rock, till about six o'clock, when we were under the Gurnet Point. The chart we had been using had become pretty well dilapidated by this time, owing to frequent drenchings. It was lying on one of the seats in the cockpit, where it would be handy for quick reference. As ill-luck would have it, a harder puff of wind than usual suddenly carried it overboard. I looked up from the wheel just in time to see it disappear over the coaming on its flight towards the British Isles.

(To be continued)

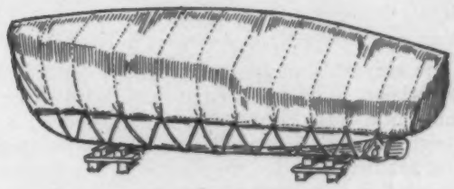


PORTLAND HARBOR AND BREAKWATER



FRAME AND RIDGE POLE

STRETCH CANVAS TIGHT



ALWAYS LACE UNDER KEEL

Covering the Power Boat for the Winter

AS soon as the boating season is over and interest in your craft lags somewhat, it is something of a temptation to have the boat hauled out and either leave her blocked up on shore without seeing that she is properly covered, or else trust her to the tender mercies of some yard boss to keep the snow, ice and rain out of her during the winter. In almost any yard you will find a lot of good boats deteriorating rapidly by being left entirely exposed to the weather throughout the worst months of the year. Remember that one winter is harder on a boat not properly cared for than several summers afloat.

The best form of covering, if a boat is stored out of doors is, of course, a wooden one with boards laid from a ridge pole erected over the center of the boat to the rail, projecting several inches over so as to protect the sides. Such a covering is, however, expansive and, unless a boat is always stored at the same place, hard to transport. Almost as satisfactory a cover can be made from canvas if it is put on right.

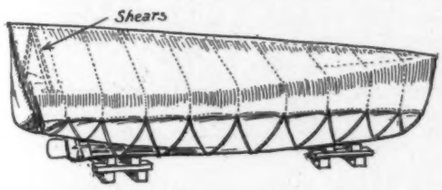
The best way to do this is to erect a ridge pole over the center running from bow to stern in an easy sweep. First procure four uprights of 2 x 3-inch stuff or heavier, if necessary, set these along the center line of the boat with braces running from the tops of them to the rail and stretch a ridge pole of a narrow three-inch board about ¾ inch thick from stem to stern over these uprights. Two or more such planks will be necessary if the boat is over 25 feet in length. The accompanying sketch shows how this is done. Be sure to rest the bottoms of the uprights on a small piece of board rather than on the deck.

For a covering you can use a piece of old canvas which may be purchased from any sail maker, who usually handles second-hand sails, or perhaps you can find some man with a sail boat who has an old sail he wants to dispose of. It would be better if this were cut to shape by some sail maker, but it is not absolutely necessary. Stretch it over the ridge pole with the seams running up and down if possible, as the canvas will not tear as easily this way. It should come well down over the sides, around the turn of the bilge and should be stretched in place and fastened by ropes or a lace line passed under the keel. It is advisable to have grommets set in the edge for this purpose, though this is not absolutely necessary. Never fasten the canvas on with battens nailed into the topsides, as they not only mar the wood, but will collect moisture on their under sides. If the canvas is not stretched out it will sag between the ridge pole and rail, especially when snow gets on it, and water will collect and stand in it and gradually soak through into the boat.

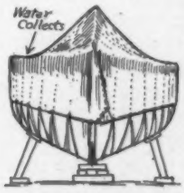
Be sure to leave a small opening at the forward and after ends where the two sides of your canvas overlap for ventilation, otherwise the boat will sweat badly during the winter whenever the sun gets on the canvas, and this will cause rot to appear.

An open boat of 25 feet in length or under can be covered with a single ridge pole running from the stem piece, where it is made fast, to a pair of shears at the stern with canvas thrown over this and stretched tight all around, as shown in the sketch herewith. This is a very simple method and is just as good for a small boat. Leave an opening at the stern for ventilation. In a trunk cabin boat the canvas can be stretched over the trunk in the forward part while a ridge pole can be laid over the cockpit over which the canvas can be stretched. In getting old canvas be sure that it has enough life in it to make it shed water and to withstand the winter winds.

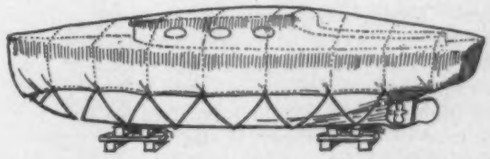
Before covering up be sure that the boat is absolutely dry inside and that the plugs are drawn out of the bottom to permit any water that may be in her to drain thoroughly. If it is a cabin boat leave companion doors and ports open for a free circulation of air. By taking care of your boat in this way, you will not only add to her life, but make the fitting out process the following spring very much easier.



COVERING FOR OPEN LAUNCH



POORLY STRETCHED



COVERING FOR TRUNK CABIN LAUNCH

An Old Sailor's Yarns

Being the Reminiscences of an Old Sailor on a Long Life at Sea

By CAPT. R. F. COFFIN

SEVENTH YARN.—FIGHTING FIRE IN MID-OCEAN

"HOWEVER it catched, sir," said the old sailor, by way of commencement of another yarn, "none of us ever know'd. We was away to the east'ard of Maternilla Reef afore we noticed anythin' of it, and the fust thing we seen was smoke comin' up through the ventilater aft; and a-smellin' down there we smelt the fire plain enough. To be sure about it, we took off the cover from one of the chain-locker pipes, and the smoke come a-pourin' up there in sich a way as to show that she was not only afire, but that it had got under good headway.

"However it come, we didn't know; it may have been the stevedore's men in New Orleans, a-stowin' the cargo and a-smokin' down among it, as they always will do, no matter how sharp you watch 'em; or it may have been lightnin'—we'd had plenty of that comin' through the Gulf; but no matter what it was, here it was afire, and it weren't pleasant.

"She was called the John Jay, was this ship, of Newburyport,

and the skipper's name was Jackson, and I shipped into her in New Orleans, bound for Liverpool, with three thousand bales of cotton. She carried two mates, a carpenter, a cook and steward, and eighteen of us afore the mast, makin' twenty-four, all told, on the articles. If I remember correct, it were the end of May, when we left the bar, and we come out of Pass L'Outre and got sail onto her, with the wind about east-north-east, and we keepin' up pretty nigh the wind to allow for the westerly set. We found she was awful tender, and she jist lopped over onto her side like a log; and the fust thing we had for to do was to git the fore and mizzin to'gallan'-masts on deck, and that took pretty well all of the fust day out. That eased her some, of course, but she was still very tender, and I heerd the old man say often that he wished he'd a-left another hundred ton of ballast into her. I guess afore the v'yage was over he was jist mighty glad he hadn't. Still, in consequence of being so tender, we had a long passage down to the Tortugas; but arter we got into the reg'lar Gulf drift of course we went on right enough. We had, of course, more or less lightnin' while driftin' up the Gulf, and as soon as we was north of Maternilla Reef the old man stuck her off afore the wind to the east'ard, preferrin' that course to follerin' the Gulf round.

"I judge we was fourteen days out when we passed Maternilla, and it was two days arter that afore ever we discovered this smoke and found out that the cotton was afire below. Of course there weren't only one thing for to do, and that was to stop up all the ventilaters and chain-locker pipes as tight as ever we could, and to carry onto her like blue blazes and try for to git her across and into some Channel port afore it broke out. We run along for four days afore we begun for to see signs of its breakin' out; but then we know'd by the pitch a-beginnin' for to melt into the seams and by the decks a-gittin' hot that we couldn't keep it under the hatches much longer, and that somethin' had got for to be done.

"So the old man he calls us all aft in forenoon watch, jist arter breakfast, and says he, 'You all know that this here ship's afire down below, and I've called you all aft for to tell you that I'm a-goin' for to scuttle her as the only chance of savin' her. I think this here fire is in the 'tween-decks, and I think the cotton in the hold will keep her afloat arter she fills with water; and then maybe, if the weather keeps moderate, we can plug her up and pump her out ag'in arter the fire is drowned out; but if she goes down altogether, or if we lose her in consequence of scuttlin' her, I want you all to witness that I do it from necessity. I daresn't wait twenty-four hours longer, 'cause if this fire once breaks through the decks we're gone, sure. Do you all think I'm right?' Well, of course we all said we did. You see, the way he asked us was for to make it all right as to the insurance in case she was lost. He could have let her burn up, and then the underwriters would have had to pay for her, sure; but in the case of scuttlin' her, if she was lost, they might raise a question, and so 'twas necessary that he should have the opinion of the officers and crew that it was the only thing for to be done.

"We was a-runnin' at the time with the wind on the port-quarter, with the main to'gallan'sail set, and we hauled up the canvas snug, braced up the after-yards sharp with the starboard braces, run in the head-yards square, and let her come to, with her head to the north'ard. Of course, as she come to, down she went onto her side till her starboard plank shear was in the water, leavin' her port side exposed away down below the bends. The carpenter had a couple of two-inch augers, and him and the mate was slung over the weather side in bowlin's, and soon had half a dozen holes bored through the plankin' 'twixt the timbers and a little below the lower deck beams. Then we took a white paint pot and drawed a line of white paint from each of the holes, away up to the rail, so as to mark where the holes was.

"Meanwhile the second mate had had all hands employed gittin' the boats ready for to leave the ship, if it should be necessary for to do so. As soon as the holes were bored we filled away the foretopsail and shivered the after canvas and put the helm hard up; and as she wore round we braced up sharp the after-yards and let her come to with her head to the s'uth'ard and west'ard, leavin' the head-yards aback. Of course down she went onto her port side, and the water begin for to pour into her through the holes what we had bored. It was about five bells when we wore her round, and by noon we could perceive she was a-settlin' fast. The cook had had his coppers full of meat all the mornin', and arter we'd all eat as much as ever we could stuff into us, we put the rest into the quarter-boats, and lowered 'em away and made 'em fast to the weather quarter. Then we clews up the main to'gallan'sail and furled it and lowered the topsail-yards onto the caps and hauled the riggin' out chock ablock.

"About one bell we sounded her and found there was 14 feet of water into her, and she'd settled down till the water was away up to the main hatch combin's on deck to leeward, and we know'd there weren't no fire on that side. Then we rounded in the after-yards ag'in and filled away for'ard and put the helm up ag'in for to try to git her round and put the other side under; but she was down so low that she wouldn't go off a bit. We loosed the flyin' jib and run it up and hauled aft the lee clew of the foresail, and then very slowly her head begin for to go off. The weather was very fine and the wind moderate from about west-north-west, and there weren't much of a sea on. 'Twas ticklish times, I tell you, sir, as she fell off afore the wind and slowly righted, for we didn't know now at what time she might not go down from under us, and we had hands standin' by for to cut the lashin's of the long boat and the painters of the others, if so be as how she went down. When she was off afore the wind, she had settled till her white streak was in the water.

"Well, we let her come to ag'in, and down she went till I thought she'd never stop goin', and her fore yard-arm was in the water when she at last stopped. We had sounded her while she was off, and found there was sixteen feet of water in her, and we know'd now that there couldn't be no fire below anyway; and now if we could git the holes plugged up there was a show for us. As soon as ever she lost her headway we got over the side in bowlin's, six of us, each with a plug which the carpenter had made all ready; but the ship was a-driftin' bodily to leeward, and we couldn't keep in near enough to the side for to reach the holes. They weren't far under water—not over four or five feet—but yet we couldn't git at 'em. Well, we worked away for an hour, takin' turns for to go down, and sometimes we'd git to the hole, and jist as we was gittin' in the plug she'd surge away to leeward, and we'd lose our breath, and have for to come up ag'in.

"While we was a-workin' we made a sail to the west'ard, and it soon was plain enough for to see that she was a-comin' near enough for to see us. Soon as ever the old man seen this he give orders for to hook on the quarter-boats and hyst 'em up. 'Cause,' says he, 'it's plain enough now that this here ship won't sink no further; and when that ship comes along we'll let him see that we're all right.'

"There wasn't much hystin' to the lee-boat, 'cause when she was up to the davits her keel wasn't much out of water, but we had quite a job gittin' the other one up. Well, we seed from the old man a-hystin' the boats up that he hadn't no intention of abandonin' the ship, and we talked the matter over among ourselves, and we made up our minds that it weren't no use a-stayin' aboard of this here craft any longer, and so we goes aft in a body and we asked the old man what he intended for to do.

"Says he, 'I intends for to take this ship to Liverpool. I've been captain of a ship now nigh on to 13 years,' says he, 'and I always got to where I started for, and I've no doubt I shall this time. If that ship had a-come along yesterday I would a-gone aboard of her; but to leave this ship now, arter we've put the fire out, and when there's nothin' the matter, only a little water into her, would be cowardly in the extreme, and I ain't a-goin' for to do it,' says he, 'and I expects you'll all stand by me. I've talked this matter over with the officers, the mate, the second mate, and the carpenter, and they all think jist as I do. I hopes there won't be no trouble about this; I don't think there

(*Continued on page 266*)

CLASS A FLEET AT THE START OF THE VALENTINE CUP RACE

Fine Racing at the Inland Lakes Regatta

By WALLACE MEYER

KATHRYN II

FIVE more spirited races were never sailed on any of the inland lakes of the country than between the class A boats of the Inland Lakes Yachting Association regatta of 1913, held at Oshkosh, on Lake Winnebago, the third week of August.

Senta, a new sloop from Lake Geneva, owned and sailed by Dr. O. L. Schmidt of Chicago, proved herself superior to any boat in the fleet on windward work, and it was through this that she won the championship; for she took the windward and return race and the leeward and return race, while the three triangular were won by three different boats, viz., Kathryn II of the Lake Butte des Morts Yacht Club of Oshkosh (last year's champion), Troubadour II of White Bear Yacht Club, St. Paul, and La Belle of the Oconomowoc Yacht Club respectively.

When the eight Class A boats assembled at Oshkosh toward the close of the second week of August the favorites in the fleet were Glyndwr III, of Oshkosh, which won a beautiful race on August 15, in the Lake Butte des Morts regatta for the Sawyer cup. Troubadour II, which won the historic Felker cup in a spectacular race on August 16, and Kathryn II, which, fresh from the repair shop, was expected to repeat her sensational work of the preceding year. Only a few of the better posted yachtsmen figured that Dr. Schmidt and his Senta were to be reckoned with.

The Inland Association races started on Monday, the eighteenth, and in the first day's sailing, wherein Kathryn II upset all expectations by proving a winner in heavy weather, Senta gave the first inkling of her full capabilities; for Dr. Schmidt worked his boat into a good lead and only fell behind when in the thick weather he lost and overstood the northeast buoy. In the second day's race, to windward and return, the Schmidt boat worked her way into the lead before the fleet rounded the outer mark the second time, and then she kept ahead for the balance of the course. In the third race, which Troubadour II won by a wide margin, Senta did not do as well, finishing third over the triangular course of 12 miles, or three times around a four-mile triangle. In the fourth race, to leeward and return, Dr. Schmidt repeated his victorious performance of the second day, and in the last race, in which three beautiful cups were at stake, La Belle, from the lake of that name, proved herself a better heavy weather boat than any in the fleet, for she stood up in a gale of 30 miles an hour, and outpointed and outfooted every other sloop, including Senta.

As Senta had already taken two firsts, and Kathryn II and Troubadour II had but one first place each, La Belle's victory meant that Senta won the championship. The victory was a most popular one, for every skipper in the fleet declared if he could not win the first honors he would prefer Dr. Schmidt to take them.

Dr. Schmidt was the oldest skipper in the fleet. "I am fifty years old," he said, as he walked up the pier with his son and the two other members of his crew after that last race, "and this is one of the happiest moments of my life."

The catboat fleet of one-design boats, known as class C, had a sharp struggle before the championship was decided in that class. Only four races were counted in determining the championship, one of the races being thrown out because a buoy was blown away while the yachts were sailing, thus affecting the result. Edith, of the Lake Butte des Morts Club, finally took the first honors by winning two firsts, one second, and one third. Kite, of Madison, was uncomfortably close with two firsts, one second, and one fourth. It was a third place of Edith as compared with a fourth place of Kite in the race which decided the championship.

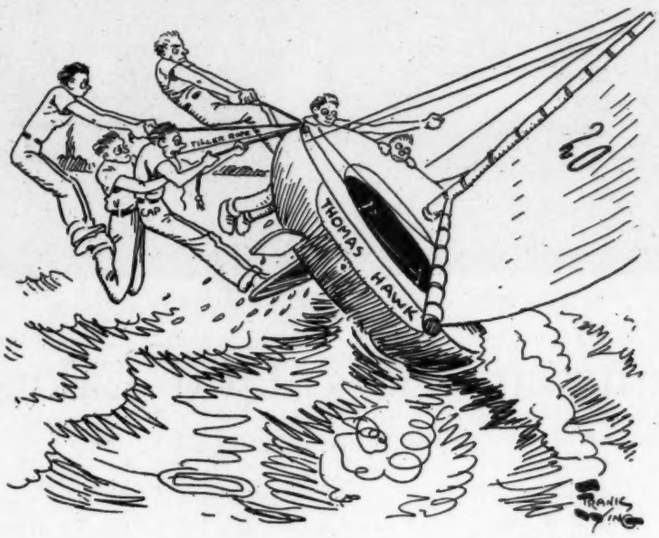
SENTA, WINNER OF THE INLAND LAKES CHAMPIONSHIP, AND DR. SCHMIDT, HER OWNER AND SKIPPER

There were five boats in the C class, and after the first two the others finished in the following order: third, Leah, Neenah-Nodaway Yacht Club; fourth, Menasha, Menasha Yacht Club; fifth, Nip, Oshkosh Yacht Club. Nip was disabled in two of the races.

In Class B three boats were entered, but only two sailed through the regatta. Scout, the Oshkosh entry, capsized in the Clark-Hollister Cup race on August 15, and lay so long in the water that she was considerably damaged so that

her owner did not start her in the Inland races. The two boats which did sail had three good races, Natomah, of White Bear, winning three times in succession over Quatra of Madison.

Better racing weather could not have been made to order. On the first day of the Inland regatta the wind blew 16 miles an hour from the northeast and the sky was clouded. On the second day the wind was a little stronger and, from almost the same quarter, though a little more to eastward. The third race was sailed in a light easterly wind, rather shifting and unsteady, of 8 to 12 miles strength. The fourth race saw an offshore wind, blowing at the rate of 20 miles from the westward; the final race, which settled the championship, was made exciting by a rough sea and a 30-mile gale out of the north. Thus, it will be seen, all boats, heavy and light weather craft alike, had opportunities to show what they could do in their favorite brands of wind and sea, offshore blows or onshore.



A DULL MOMENT IN AN INLAND LAKE REGATTA. REPRINTED FROM THE JANUARY, 1910, YACHTING

The regatta was remarkably free from breakdowns outside of the catboat division. La Belle was the only class A boat to withdraw during a race because of anything carrying away. In the last race Monona capsized at the southeast buoy the third time around the triangle, after she shook out her reefs.

Senta's work on the wind was the feature of the week's sailing. Time after time this boat came up from behind and passed one after another until she led the fleet in beating to windward. In every race save the last one—when La Belle, the only boat which was not reefed at the start stood up in the heavy weather to best advantage—Senta pointed higher than any of the others. In fact, Dr. Schmidt's boat footed so well when pointing higher than any other craft that she was nicknamed "Senta Witch."

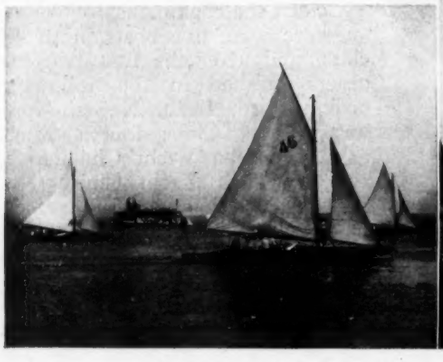
Last year's champion, Kathryn II, was fairly beaten, although her record of one first, three seconds, and one fifth made her a good second to Senta. At some time in nearly every race Kathryn held the lead. Last year she was considered a light weather boat, winning the majority of her races in lazy breezes. This summer she was badly strained in the Lake Winnebago Championship races, and was sent into the shop for repairs two weeks before the Inland regatta. There she was thoroughly braced and among other things a new backbone was set in place. This backbone divided the cockpit into two parts, much to the inconvenience of the crew, and the new bracing added 600 pounds to her weight. Her one victory during the Inland races was won not in the light winds that she flirted with in 1912, but in a strong northeast blow.

The new harbor of the Oshkosh Yacht Club was the center of the week's activities. This harbor, protected by a breakwater built in front of the beautiful clubhouse on the shore of Winnebago, proved a great improvement over the old arrangement whereby the yachts were quartered at the sail loft in the lagoon around Menominee Park point, half a mile distant from the clubhouse. So pleased were the visiting yachtsmen that several of them contributed liberally to a fund for making the harbor permanent.

As is customary when the Inland meet is held on Lake Winnebago, the regattas of the Lake des Morts Yacht Club and the Oshkosh Yacht Club were given two days preceding the "big" regatta. In the Butte des Morts regatta, with the Sawyer cup at stake, Glyndwr III sailed a splendid race for first prize. The class B yacht Natomah, of White Bear, took the Clark-Hollister cup. On the next day Troubadour II won the historic Felker cup. The White Bear boat was the first sloop hailing from another lake than Winnebago to win this cup in many years. The Kathryn family have held it for four years in succession. The huge Commodore Bray cup for class C boats was won by Edith. These two days served to tune up the yachts for the Inland regatta.

Senta, the champion, was the heaviest winner of the silverware. She took not only the massive Clark-Ordway cup, emblematic of the I. L. Y. A. championship, but the Commodore P. A. Valentine challenge cup, valued at $1,000, and the Commodore O. L. Schmidt cup, which was presented several years ago by the owner and skipper of Senta.

Kathryn took the silver loving cup for second place in the championship race. Acting Skipper Bullen, of Oconomowoc, received for owner Pelouze, of La Belle, the Commodore Gilbert challenge cup for the final race. Gretchen III, of Neenah, took the Commodore Valentine consolation cup by finishing third in that last race. Natomah, of White Bear, took the class B championship trophy, and Edith, of Oshkosh, the Warren cup for the catboat championship.

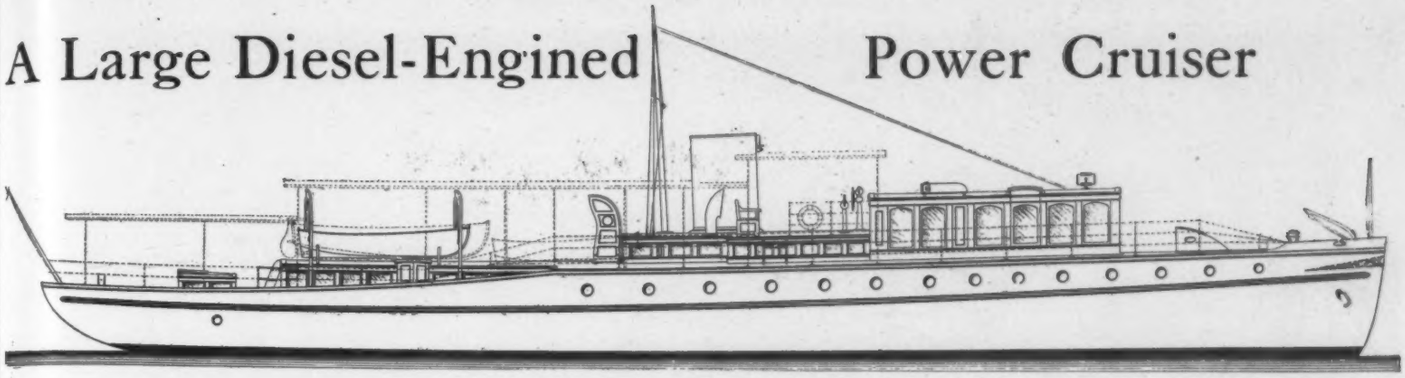


ADERYN II, KATHRYN II, AND MONONA

THE OSHKOSH YACHT CLUB

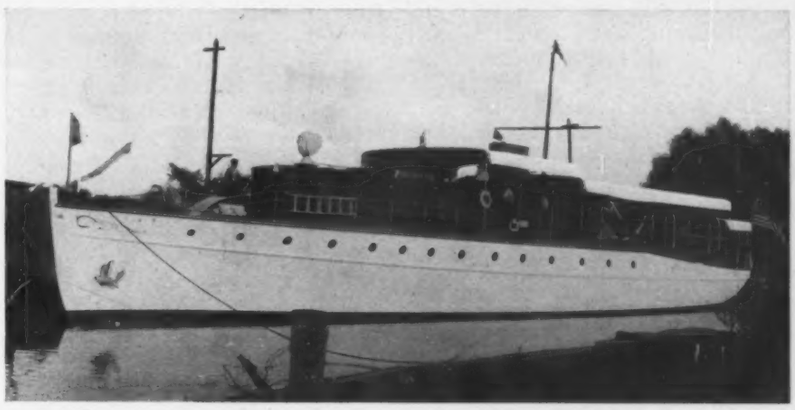
CLASS A BOATS GOING TO THE LINE

A Large Diesel-Engined Power Cruiser



ONE of the first large cruisers in this country designed especially to be powered with Diesel engines is the Aeldgytha, designed by M. M. Whitaker of Nyack, New York, for Mr. F. A. Hardy, a Great Lakes yachtsman, and built by the Matthews Boat Company of Port Clinton.

The boat is of extra heavy construction, the scantling being as heavy as is usually found in a boat of from 120 to 130 feet in length. This new boat, as her plans show, is an unusually handsome and able-looking craft and she has a tremendous amount of room in her.



The principal dimensions are: Length over all, 110 feet; length waterline, 99 feet 6 inches; extreme beam, 18 feet.

She was designed for two Craig 9½ inches by 11 inches, 200-horsepower Diesel engines; but as these were not completed in time to be put in for this season's use, Mr. Craig made arrangements with the owner to use two of his 100-horsepower gasolene engines. With these, and the addition of ballast, to make up the difference in weight between the Diesel and gasolene engines so that she floats at her designed lines, she makes a speed of not quite 12 miles an hour, and at this speed travels with little or no wake. With the Diesels installed she should do at least 16. The engine room is entirely separated from the rest of the boat by double diagonal, wooden, watertight bulkheads, the fuel tanks being in an extension of this compartment.

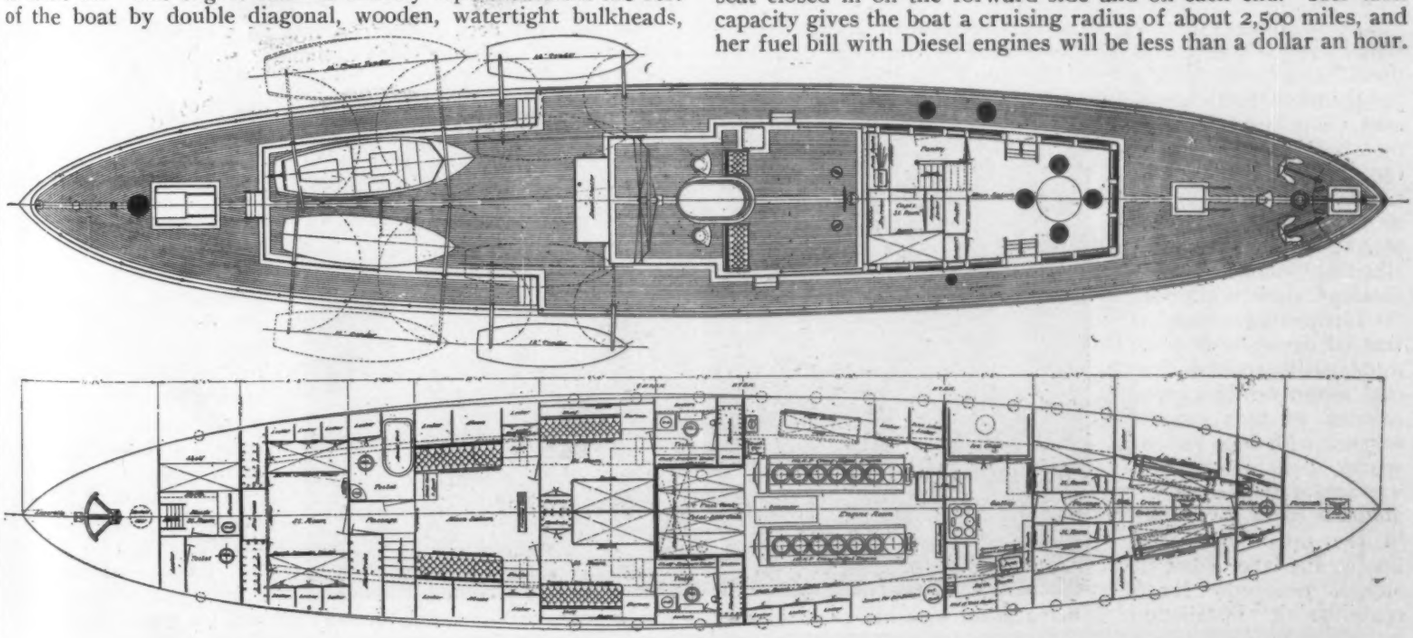
The owner's quarters below consist of three staterooms, three toilets and one bath, the owner's personal stateroom being aft under the extension of the raised deck, and having single berth on each side, and toilet with bath adjoining. Just forward of this is a main cabin, opening out from which are two single staterooms, each with toilet and large wardrobe.

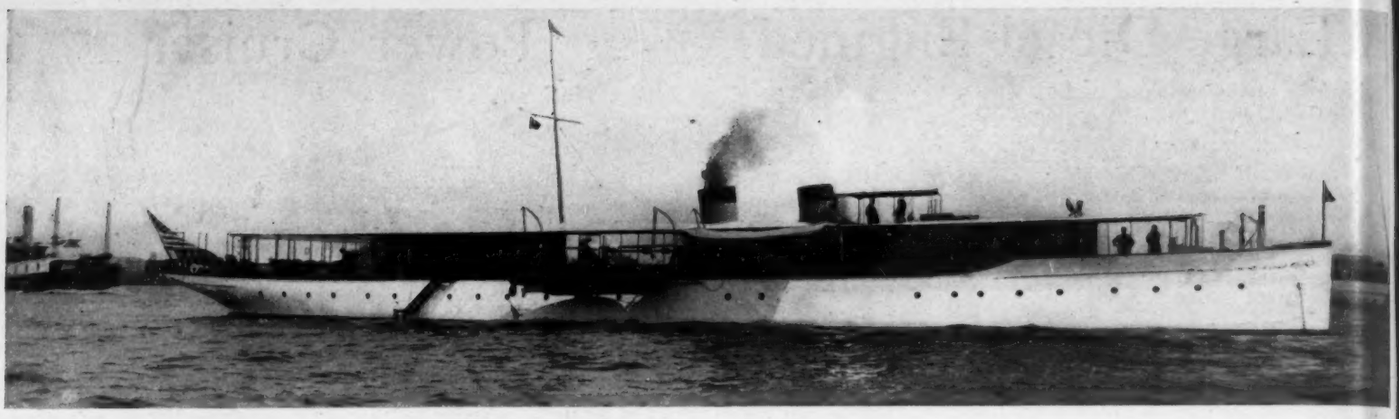
The transom in each of these staterooms is arranged to form a bed, and by lifting the back of this transom three people can be accommodated in each of these rooms. Under a little trunk on the after deck is an extra stateroom for a maid.

The crew's quarters are forward adjoining the galley, one stateroom being for the cook and one for the engineer, the captain's room being in the deck-house.

The finish of the owner's quarters below deck is in white enamel with mahogany trim and the deck saloon in mahogany throughout. The after stateroom and main saloon have windows on each side, and the bridge deck is carried back over the two forward staterooms so that there is good light and ventilation through windows on the sides.

At the after end of the bridge extension is a deck shelter and seat closed in on the forward side and on each end. Her tank capacity gives the boat a cruising radius of about 2,500 miles, and her fuel bill with Diesel engines will be less than a dollar an hour.





A Handsome Steel Express Type Steam Yacht

ONE of the largest, as well as one of the handsomest and most interesting boats that has been turned out this year is the new express-type, oil-burning steam yacht designed by Cox & Stevens, of New York, and built by Geo. Lawley & Son, corporation of Boston, for Mr. William Ziegler, Jr.

This boat, which is named the Gem, was delivered to her owner during the month of September, and will be used in New York waters until late in the fall, when she will return to Boston to be laid up. The dimensions of this new boat are:—Length over-all, 163 feet; length on water line, 153 feet; beam, 18 feet; draft 7 feet.

This yacht has many points to recommend her and she is most admirably suited to the purpose for which she was designed, being speedy enough to use for ferry service, while she has unusually large cruising accommodations for a vessel of her size, and is an excellent sea boat, able to go anywhere along the coast or to the West Indies or the Gulf of Mexico.

The great success of the high-speed yachts Flying Fox and Winchester, also designed by Messrs. Cox & Stevens, had great weight with the owner of this new boat, and the fact that these two vessels had been using oil for fuel with satisfactory results led him to accept the architect's recommendations in this regard. The contract speed of the new boat is 21 knots, and the motive power consists of two 4-cylinder, triple-expansion engines driving twin screws, supplied with steam by two water-tube boilers, using oil as fuel.

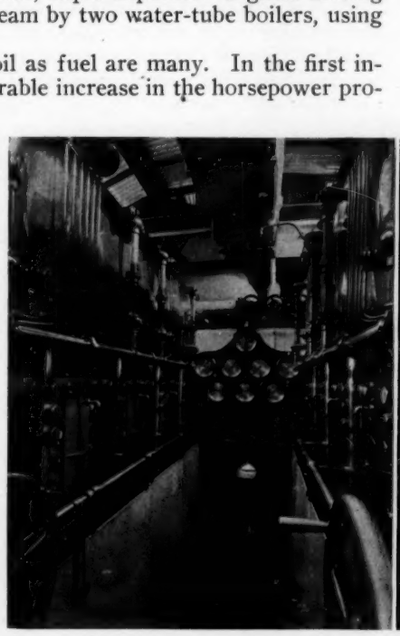
The advantages of using oil as fuel are many. In the first instance there is a very considerable increase in the horsepower produced from the boilers per pound of fuel evaporated, which means that the horsepower desired can be secured with smaller boilers, and that on the same allowance of weight for fuel a greater steaming radius can be obtained than with coal. A further advantage is that oil naturally is much more easily stowed than coal, consequently a given number of tons can be carried with less loss of space. Still another advantage is that considerably less space is required in the fire rooms; and finally, the large force of stokers necessary for a coal-burning installation is done away with, their place being taken by a very much smaller number of oil tenders. The oil-burning arrangement on the Gem has tested out very satisfactorily; the boilers steam easily, while fuel consumption is very moderate. She has a steaming radius with her present tanks of about 1,000 miles at cruising speed.

An inspection of the photographs of the new boat shows a vessel of strikingly pleasing appearance. The stem is straight, the stern has a finely proportioned over-hang, the sheer is very slight, producing a smart effect; and being associated with a gradual rise forward into a high bulwark, gives the vessel a very considerable free board and flare forward, which is an absolute necessity when running at high speed, particularly into the short head seas which she is liable to encounter in her general service. The vessel is flush-decked throughout, has two funnels, one signal mast and two large deck houses, the navigating bridge being at the after-end of the forward house. The whole vessel is beautifully proportioned and is one of the handsomest and at the same time ablest appearing boats we have ever seen.

The construction is of the very best throughout, the hull being built of steel of a specially high grade; the joiner work is of selected hardwood, handsomely paneled, and the plumbing is of the most modern character, with hot and cold running fresh water and cold salt water. She differs from most boats of this type in actually having large displacement and heavy scantling. She thus carries easily her large fuel and water supply—some 45 tons in weight.

The forward deck house contains an unusually large dining room, having handsome sideboard and extension table capable of seating 12 or 14 guests. At the after end of the dining room is the pantry, this room also being in the deck house, as is the sailing master's room. The galley is at the extreme after end of the forward house and is depressed about two feet, the roof forming a large and protected navigating bridge. The officers' and crew's quarters are forward while the engine, boilers and fuel tanks are amidships.

The after deck house is unusually long and is divided into two sections by means of portiers, forming a music room and a smoking room. This deck house has at



ENGINE ROOM, SHOWING THE TWO FOUR-CYLINDER ENGINES

ONE OF THE WELL-APPOINTED SINGLE STATEROOMS

MUSIC ROOM IN AFTER DECK HOUSE
OWNER'S STATEROOM

THE SPACIOUS AFTER DECK

DINING SALOON IN FORWARD DECK HOUSE
ONE OF THE LARGE DOUBLE STATEROOMS

ts after end outside a shelter seat, communicating with the smoking room by a door in the after end of the deck house, and the nterior of the house has comfortable lounging sofas, desks, book ases, piano, etc., and contains, in addition, the companion stairs eading below.

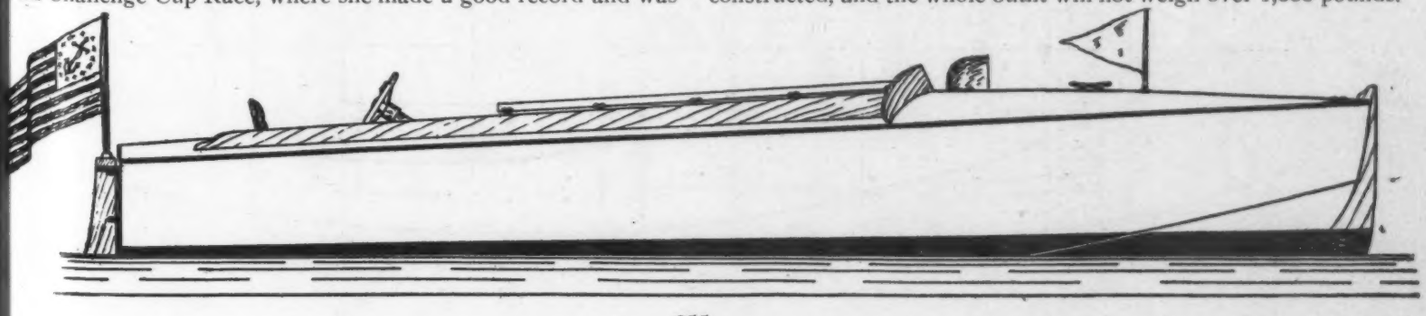
The stairway lands in a passageway running fore and aft. At he forward end of this passageway a door communicates with the owner's stateroom, which is a very hansome apartment, 11 feet in ength and the full width of the ship, having two massive brass beds, a bureau and dressing table, a comfortable couch and two chiffoniers. This room has, communicating with it and for the sole use of the owner, a tiled bath room, with tub, washbasin and toilet, and a separate dressing room with large clothes-press, etc.

At the after end of the passageway is a comfortable double stateroom the full width of the vessel, while opening off the passage are three other large staterooms and one smaller one, and three tiled bathrooms.

A 19-Foot Racing Monoplane

A VERY interesting little monoplane for next year's racing that will interest all the speed bugs is the little 19-footer whose plans appear herewith, designed by Mr. John A. Connolly, Jr., and now being built on Long Island. The boat is an improvement on Little Joker, by the same designer, which was raced this season and attracted a good deal of attention in the Gold Challenge Cup Race, where she made a good record and was only beaten by one point for second place, P. D. Q. III leading her.

The present boat is 19 feet 6 inches long over all, has 5 feet 2½ inches beam, and is powered with a 60-horsepower special lightweight engine that will turn a 16 by 32-inch 3-bladed propeller 1,400 r. p. m. It is estimated that 40 miles an hour will be obtained with this power. The hull is very lightly but strongly constructed, and the whole outfit will not weigh over 1,000 pounds.



Westport Harbor One-Design 15-Footers

A VERY interesting small class of sailboats which made its appearance in yachting events about the mouth of Buzzards Bay this season is the Westport Harbor one-design 15-footers.

These boats are from the board of William H. Hand, Jr., naval architect, of New Bedford, Mass., and the design is particularly good. Seven boats were built from these plans, and they have proved so satisfactory that several more will be added to the class for next season's racing.

The construction and sail plans, which are reproduced herewith, show a very able little craft, stiff, sturdy and easily handled. These elements are essential, as the mouth of Buzzards Bay is rough, strong winds prevailing, and these little boats were raced on the open ocean in all kinds of weather. They are keel boats, carrying 1,300 pounds of iron on the keel, and have 450 pounds of lead inside.

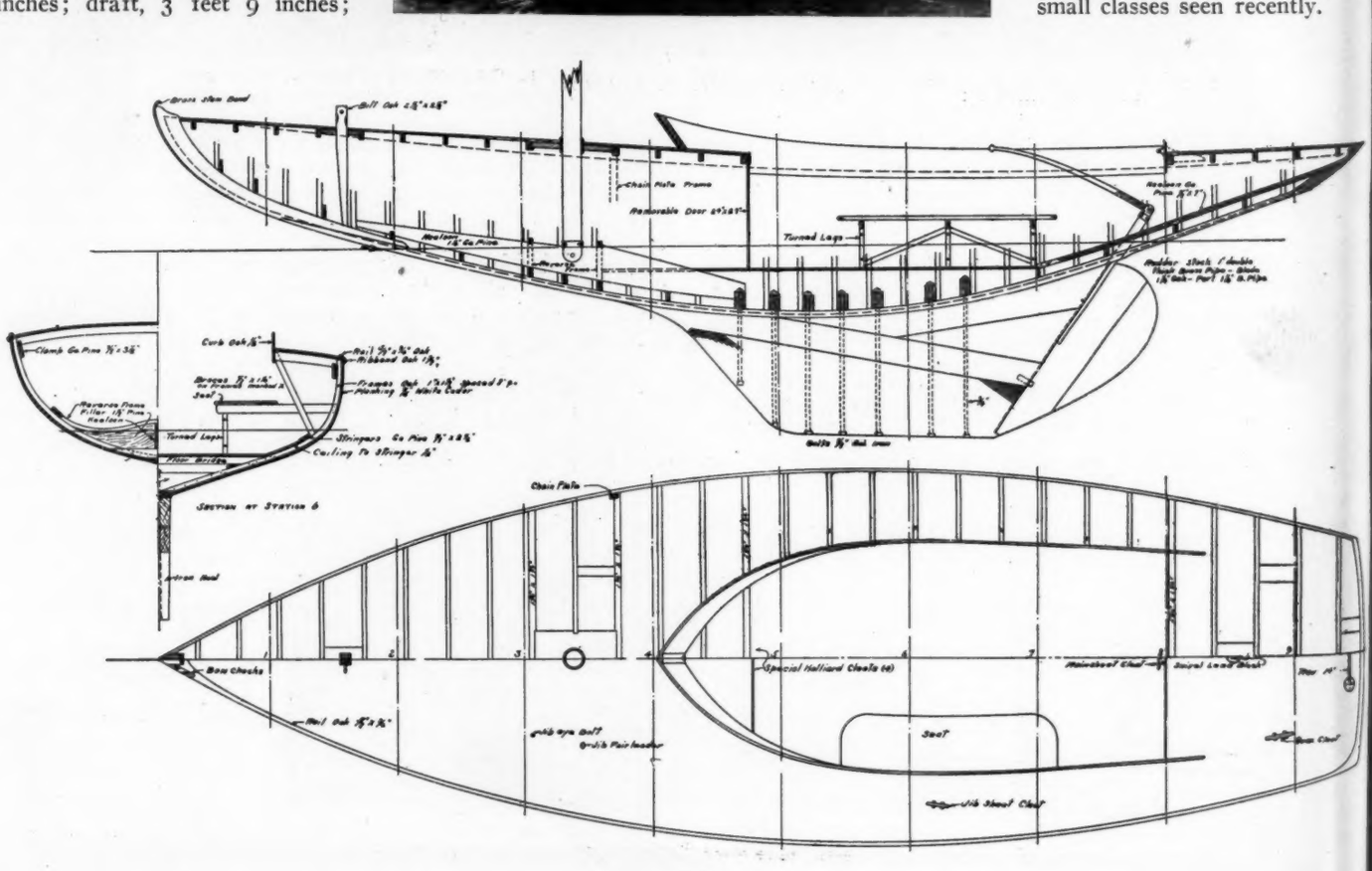
The principal dimensions are: Length water line, 15 feet; length over all, 24 feet; beam, 7 feet 4 inches; draft, 3 feet 9 inches; total sail area, 249 square feet.

The boats show particularly good sheer, have moderate overhangs, with a very graceful bow and stern, and have sufficient beam and ballast to enable them to carry their rig well. They have a large cockpit for a boat of this size, with rather a wide deck on either side and a bulkhead at the forward end of cockpit, making a cuddy under the forward deck in which to store sails, oilers, etc.

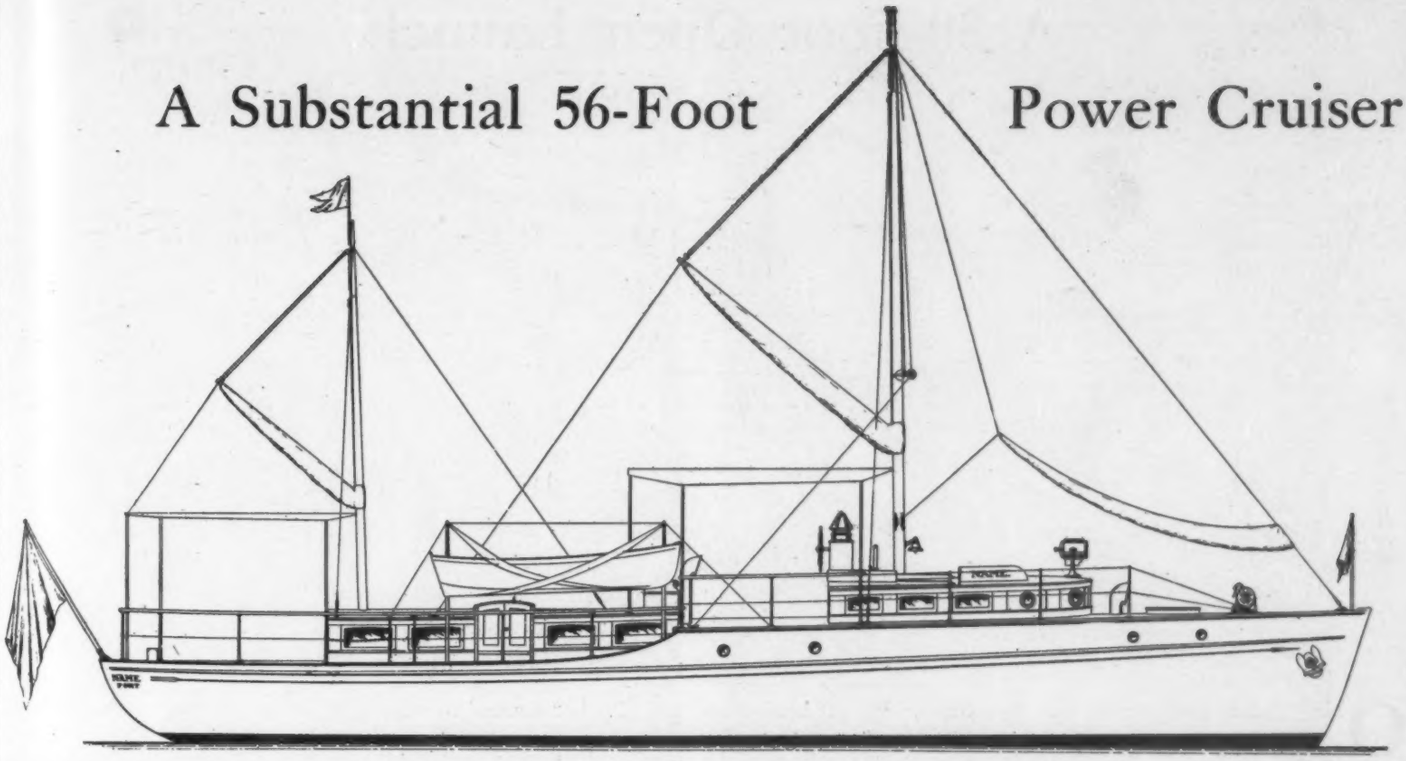
The construction is of the best and is plenty heavy for the work that the little boats were asked to do, the frames being of oak, clamps and stringers of Georgia pine, and the planking of 9/16-inch white cedar. The decks are also of 9/16-inch stuff, canvas-covered.

The boats are particularly handsome and able little craft, and would make a good one-design class for any club, especially where water conditions are apt to be at all rough.

Where several are built together they can be turned out for a moderate sum, and they are much more of a boat than some of the small classes seen recently.

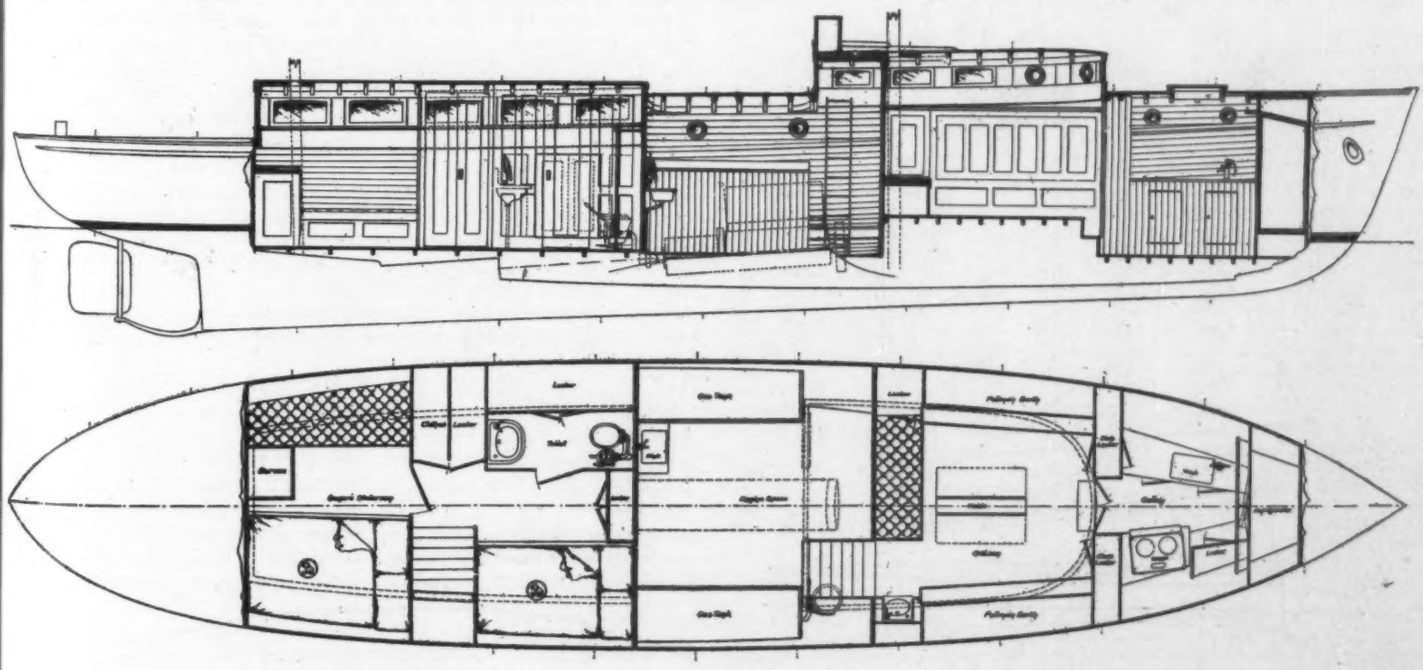


A Substantial 56-Foot Power Cruiser

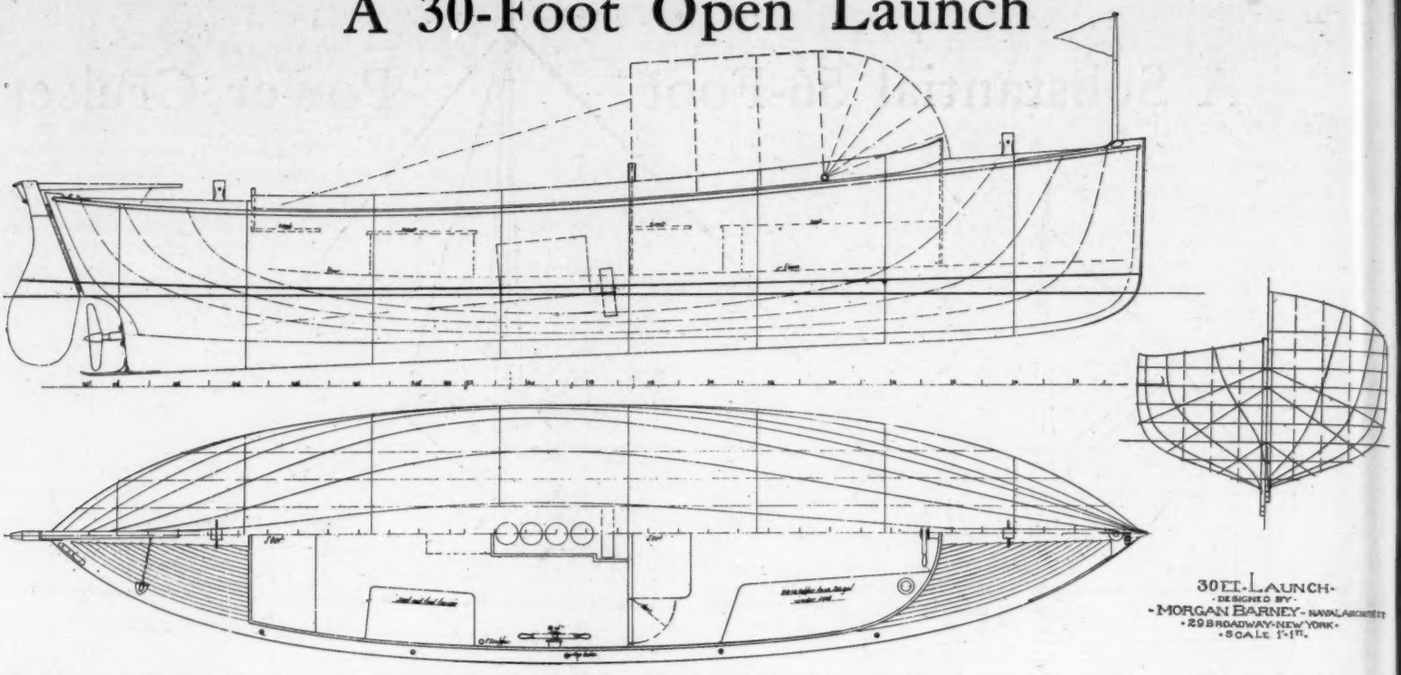


SOMETHING rather unusual in the way of power cruiser design is the 56-footer by Mr. F. S. Nock of East Greenwich, R. I., the plans of which are shown here. The boat has many points to recommend her for coastwise cruising and she has an unusual amount of room in her for a 50-foot boat, which is her length on the waterline, the other dimensions being 56 feet overall with a beam of 11 feet 6 inches, and the substantial draft of 4 feet 3 inches. She has good displacement, which is no detriment in a cruiser but rather to be recommended, a pleasing sheer, with a raking stem and enough flare to make it possible to drive her in a head sea without having her buried forward.

There is a low trunk cabin projecting above the raised deck forward which covers the main saloon in which, besides a dining table and wide transom, are two folding Pullman berths for sleeping purposes. This trunk gives additional light and ventilation to the main living room. The galley is forward of the saloon under the raised deck. Under the after house are two staterooms, a very large toilet room, and good sized lockers. One of the staterooms is a double one with a wide bed and also a transom which can be used as a berth if desired. The companionway leads from the side deck on the starboard side. The after deck is flush, with a rail around it, giving a good sized lazarette aft. The boat is steered from amidships where there is a large bridge between the two houses over the engine, which is located amidships with a gasolene tank on either side, bringing all the weights where they belong. The power is a 4-cyl. engine which gives the boat a speed of 11½ miles an hour. Lydia III, as the boat is called, was built by F. S. Nock for Col. Z. W. Bliss of Providence, R. I.



A 30-Foot Open Launch



ONE of the finest looking and ablest launches that has come to our attention recently is the 30-footer, designed by Morgan Barney, of New York, for use in Thimble Isd's.

The plans which are reproduced here show a big, husky boat with plenty of beam, good freeboard, and pleasing sections. She is powered with a four-cycle engine of 12-14 horsepower, which will give her a speed of 10½ miles an hour. The engine is amidships and the boat is divided just forward of the fly wheel by a bulkhead, giving a large forward cockpit covered by a spray hood and a good sized after cockpit with a fixed seat across the after end.

The dimensions are: Length overall, 30 feet; length waterline, 28 feet 10 inches; extreme beam, 7 feet; draft 2 feet 3 inches.

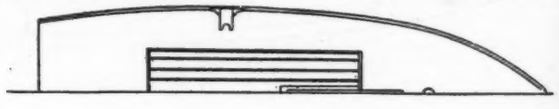
The Bayside "Butterfly" Class

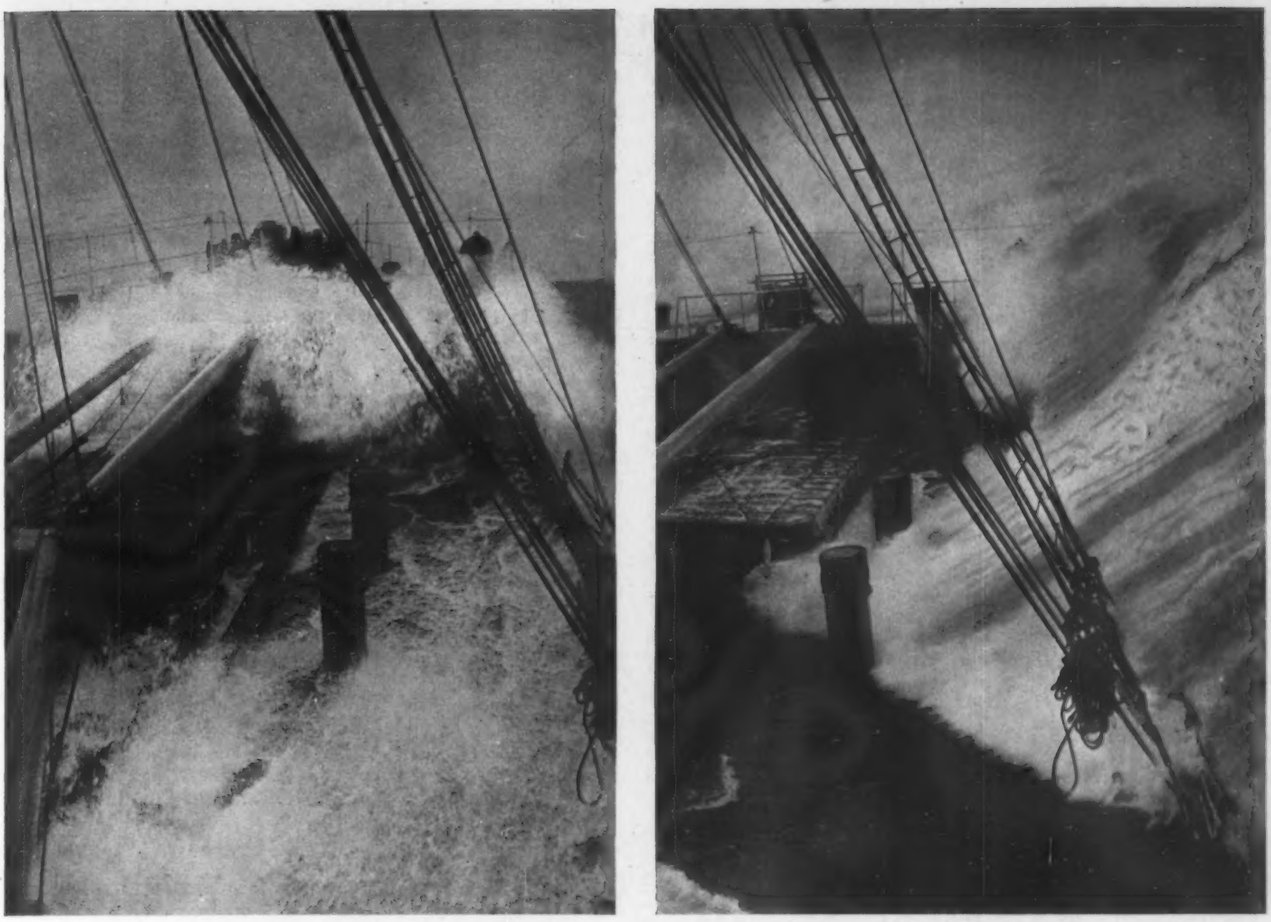
SO much comment was caused by the little 14-foot one-design boats of the Bayside Yacht Club which were raced this season that a few words concerning them may not be out of place. These little boats are very much like a ducking boat in model, being decked over and having a good sized cockpit.

The Bayside "Butterfly" Class was started by the Bayside Yacht Club because those interested felt that it was the best thing to stimulate interest in boating, and particularly in racing. The club already had two larger classes, the Bayside Bird and One-Design Classes; but as it seemed impossible to further increase these classes in the club the officers believed that small inxpensive boats could be easily taken up by the young men and boys, and even by the women members of the club. By this means it was hoped to interest a new element in sailing that would gradually graduate to the larger classes. But as the chairman of the Regatta Committee says: "One can never tell what will happen," and when the subscription list was opened the first to subscribe were a number of members of the Board of Governors of the club.

A total of twenty-one boats was finally contracted for and ten of them were owned by those who had never sailed a boat of any kind before. This unlooked-for condition required special care on the part of the Regatta Committee, and for the first few races a number of the more experienced sailors volunteered to sail with the new members. The result has been that the class has developed some splendid racing material, and the publicity which the little boats have received has increased the interest in racing among the club members, while several of the owners are already talking of something bigger for next year.

A large fleet of these little boats raced every Saturday at the club and a number of them have already been ordered for members of other yacht clubs. The "Butterflies" are 14 feet long overall, with 4 feet 6 inches beam, and carry 106 square feet of sail, in a spritsail rig. The boats were built at Barnegat, N. J., no regular specifications having been furnished, although the general design was supervised by Wm. Gardner, the naval architect. They were all built over the same mold, insuring uniformity of design. They cost complete, including sail and equipment, from $65 to $70.





"When the hurtling green comes thundering down and we think of our follies and sins"

A PACIFIC GALE. PHOTOGRAPHS TAKEN ON STEAMER WILHELMINA ON THE PASSAGE TO HAWAII, NOVEMBER, 1912

Mess Room Talk

Bending of Propeller Shaft

NORFOLK, VA.

I have a propeller shaft in a 24-foot open launch, equipped with 10-12-horsepower motor, that causes considerable trouble on account of its bending or wobbling between bearings when the engine is running. The shaft is about 12 feet long, with stern bearing, inside stuffing-box and one bearing between it and engine coupling. Shaft seems to be lined up and coupled all right, and yet in the 5 feet of it between bearings it bends and whips badly. What is the trouble, and would you say my shaft was too light? It is ⅞ inch diameter. G. S. T.

If your shaft is lined up absolutely true and coupling fits accurately, it should not wobble. The diameter is not excessively light for the weight it carries, nor do you need more intermediate bearings. Five feet is not too long a distance without supporting bearings. It may be that your coupling on motor does not run absolutely true, and this may cause the trouble.

If your shaft is properly aligned, as you say, the trouble may be that your propeller is not properly balanced, either in pitch or weight. If the pitch of one blade is more than the other two, it will cause an undue amount of thrust in that blade as it turns rapidly, and this will cause an uneven strain on shaft and tend to bend it, and also tend to cause excessive vibration. This fault in wheels is quite frequent, and sometimes comes after propeller has left factory by getting bent in transit or in putting on. If your shaft is too light (which does not seem to be the case) for the power, the thrust, plus the speed of rotation, has a tendency to make the shaft bend between bearings. This is most frequent, however, in high-speed boats.

I would advise you to look carefully at your coupling and to measure the pitch of your propeller blades.

Winter Care of the Motor

NEW HAVEN, CONN.

I am about to lay up my small power cruiser for the winter, and, as this is the first boat of this kind I have owned, I would be glad if you would tell me if it is necessary to take the engine apart before laying up, and, in particular, what is necessary to do to keep the ignition system in good condition. I use dry batteries and magneto. S. P.

It is not necessary to entirely dissemble the engine at laying-up time, though, as the engine is usually pretty well taken apart in the spring overhaul, it might just as well be done in the fall, and thus lay the parts away in good condition. An engine, as a rule, gets enough abuse in summer, so that she should be laid away carefully for the six or seven winter months. Whether or not you take it all apart, the engine should be cleaned thoroughly inside and out, and all carbon removed from cylinder walls and cylinder head. Do this thoroughly. The head should be taken off and carbon removed with a good carbon remover, and cylinder walls and pistons given a good coat of oil. After applying the carbon remover, give cylinder a dose of gasolene to remove all traces of remover. It is also well to look over all bearings at this time, to see if they are worn and need replacing before spring. All working parts of the engine should be cleaned off and well oiled before leaving for the winter, and all the bright parts covered with a coat of heavy grease or tallow to keep the dampness and rust out. The water jacket must be thoroughly drained, of course, and all the water-circulating pipes disconnected and thoroughly drained. Also, look over your oiling system; clean it out, and see that all the leads are clear and not stopped up.

All your batteries should be disconnected and taken out of the boat, the battery wires being disconnected from terminals, and all terminals and screw threads given a coat of vaseline to prevent verdigris from forming. Spark coils should be kept dry, and unless boat is stored under cover should be removed. Magneto had better be removed and stored in dry place. As a final precaution, you had better empty gasolene tank to minimize danger from leakage and fire.

All Kinds of Questions Concerning a Launch

VANCOUVER CITY.

Kindly give me the set of measurements combining the greatest speed with the greatest stability in a steam launch, not exceeding five gross tons measurement. What would be considered sufficient ballasting for same launch? And given greatest stability and maximum ballast, would it be

possible for such a launch to capsize in open ocean during hurricane, storm or gale if she were perpetually driven full speed ahead through all weather? How would the case alter if she were drifting? Is a wooden launch calculated to withstand hurricane weather without going to pieces or springing a leak and swamping? What would be considered sufficient ballast to insure stability (for above launch) in all weathers? E. M. B.

You are evidently expecting too much of a 5-ton launch. Your first question is practically impossible to answer, as there are no hard and fast measurements combining greatest speed with greatest stability. This is something that naval architects are still trying to solve, and each one has to work it out to his own satisfaction, and it is the combining of these two elements in one boat that makes a successful designer.

The question of ballast for such a boat is also a wide one, depending largely on the weight of engines and boilers, design, etc. Probably 1,000 or 2,000 pounds for trimming would be sufficient. I do not believe that it would be possible to build a boat of this size that would be absolutely non-capsizable in the open ocean, provided a sea got her just right. A boat of this size could not be driven at full speed through all weathers; in fact, a boat of this size could only be driven at full speed in comparatively smooth water. If she were drifting, that is, hove to, she might take the seas at such an angle that capsizing would be improbable, though always possible.

A wooden launch of the size you mention is not calculated to withstand hurricane weather. Your last question is, of course, dependent on your first, for, no matter how much ballast you put in a boat, you cannot insure absolute stability unless the lines are right. Your whole question hinges on the ability of a boat of this size to withstand any kind of weather. Personally, I do not believe that a boat of this size could be built that could be handled and that can positively go through any weather that might be encountered.

Propeller Diameter, Speed and Fuel Consumption

MILWAUKEE, WIS.

I have a heavy 23-foot boat equipped with an 8-horsepower motor, supposed to run at about 700 revolutions, and I cannot get more than about 350 turns out of her. Propeller used is 18 inches diameter by 26 inches pitch. Is this wheel too large for the outfit? Boat only makes about 5 miles per hour at this speed. If I can get my revolutions up to 700 and increase speed, will the fuel consumption be greater? In other words, is it the load that determines consumption or the number of revolutions? R. B.

If your boat is a heavy, beamy one, it is probable that you have the wrong type of engine, and you would get better results with a heavy-duty motor turning from 400 to 500 revolutions per minute than from one designed to turn as high as 700. Your propeller, while about right for a slow-speed engine, is rather large for a high-speed outfit. A three-bladed 16 inches by 18 inches would probably give you greater engine speed, but not much more boat speed. Within certain limits fuel consumption is governed by load; though with the same outfit and same load, turning half as many again or twice as many revolutions, will consume somewhat more gas.

Anti-Fouling Bottom Paint for the Winter

SCHENECTADY, N. Y.

My boat is a 30-foot sloop; wintered at North East Harbor, Me. Do you know of any anti-fouling paint which can be applied between tides that is reasonably effective to prevent marine growth for, say, a year? What would you recommend? Thanking you for any information. C. E. E.

Regarding an anti-fouling paint for a boat that is to be laid up in the water all winter, and that can be applied between tides, I would say that there are a number of good anti-fouling paints on the market, though I doubt if any of them would be absolutely anti-fouling for a whole year. However, marine growth forms very much more rapidly in warm weather than in cold, and if a good coat of copper or bronze paint is applied this fall it will undoubtedly keep the bottom clean until next spring.

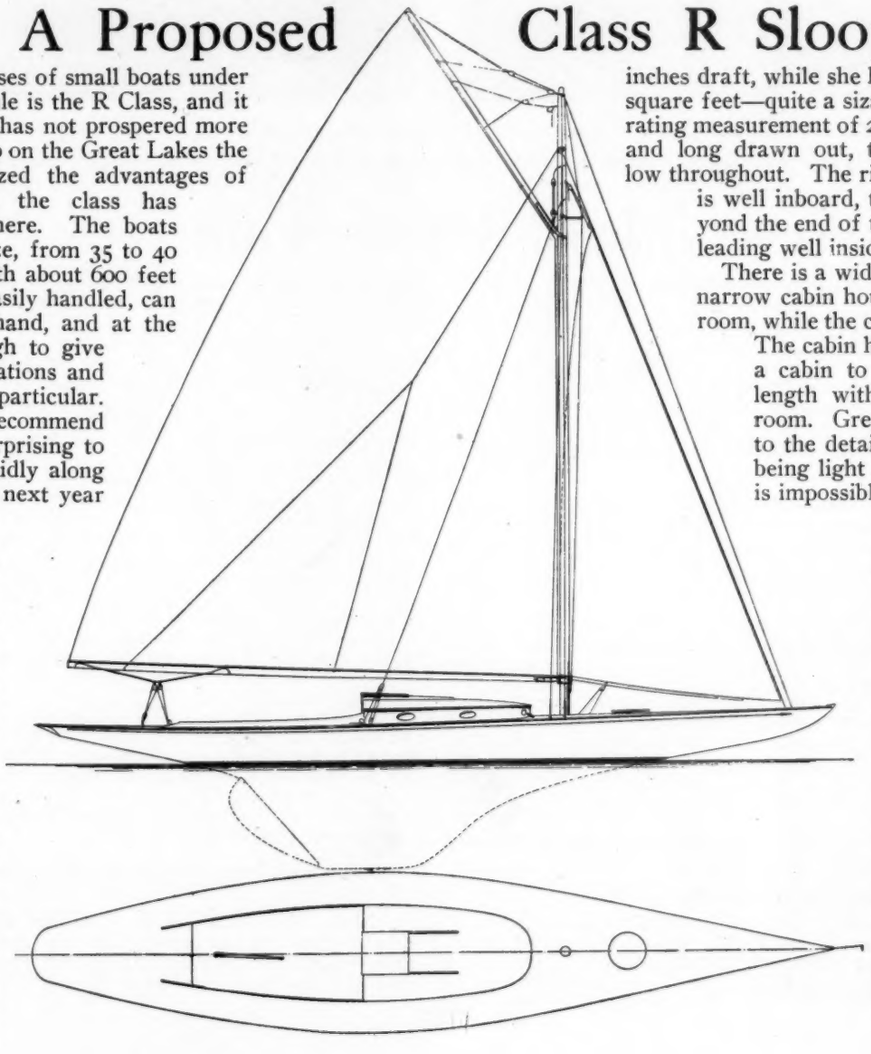
In copper paints, the brown copper is better than the green or red. Some of these can be applied between tides and dry sufficiently to let the boat go overboard again in twelve hours, although a little longer time would be better.

I can recommend any of the copper bottom paints advertised in YACHTING. There are also good bronze anti-fouling paints advertised, but they usually take more than twelve hours to dry to get the best results.

A Proposed Class R Sloop

ONE of the best classes of small boats under the Universal Rule is the R Class, and it is strange that it has not prospered more on the Atlantic coast. Up on the Great Lakes the yachtsmen have recognized the advantages of these little boats, and the class has flourished exceedingly there. The boats are of about the right size, from 35 to 40 feet in length overall, with about 600 feet of sail so that they are easily handled, can be run without a paid hand, and at the same time are big enough to give some cruising accommodations and are *real* boats in every particular.

With these points to recommend them, it would not be surprising to see the class develop rapidly along the Atlantic coast in the next year or two, in a measure taking the place of the Q class, interest in which seems to be dying out on account of the owners of these boats going into larger sizes. As a matter of fact, as they are designed to-day, these boats are larger than the older Class Q boats, as the accompanying sketch of the proposed Class R racer from the office of John G. Alden, of Boston, shows.



This proposed boat is 40 feet long overall, 23 feet on the waterline, with 8 feet 2 inches beam, and 5 feet 3 inches draft, while she has a total sail area of 610 square feet—quite a sizable boat to get within the rating measurement of 20 feet. The ends are fine and long drawn out, the freeboard being kept low throughout. The rig is a fairly high one, and is well inboard, the counter extending beyond the end of the boom, and the jib stay leading well inside the stem head.

There is a wide deck on each side of the narrow cabin house, giving plenty of deck room, while the cockpit is large and roomy. The cabin house is 9 feet long, giving a cabin to the mast of 10 feet in length with about 5 feet of headroom. Great attention has been paid to the details of rigging to insure its being light but of ample strength. It is impossible to judge a boat without seeing the lines and sections, but from the profile she has the appearance of being very fast. In the profile view, with her long, somewhat full ends, she looks something like a cross between the old rule and the new rule boats, combining the speed making qualities of the older type with the advantages of the new rule boats. It is possible that a penalty has been taken on quarter beam, yet with the other factors such that she measures down to the class.

It is likely that the boat will be built this winter.

Driftwood from Alongshore

Championship Winners on Long Island Sound

The list of championship winners in the Long Island Sound Yacht Racing Association for 1913 has just been announced by Mr. J. W. Alker, secretary of the association, and we print below the full table of what the various boats did. In a great many cases boats did not qualify by sailing in one-half of the scheduled races. The boat that won the largest number of firsts was Josephine, of Class P, with eleven to her credit. The highest boat on percentage was Nipsi, of the New York 30-footers, with a percentage of 92.4, with Rowdy a close second with 89:

Class P.	Starts.	1	2	3	Percentage.
Josephine	16	11	3	0	87.3
Joyant	16	5	7	4	76.5
Windward	13	1	2	3	47.2
Corinthian	16	1	3	8	45.8
Stranger	3	0	1	1	Did not qualify
Sayonora	2	0	0	0	Did not qualify
Ediana	1	0	1	0	Did not qualify
N. Y. Y. C. 30-Footers.					
Nepsi	12	9	2	0	92.4
Rowdy	11	4	6	0	89.0
Phryne	11	0	6	2	60.6
Lena	15	2	3	2	53.8
Okee	16	2	1	4	40.9
Oriole	3	2	0	0	Did not qualify
Caprice	10	0	0	3	Did not qualify
Alera	9	0	0	3	Did not qualify
Carmelita	2	0	0	0	Did not qualify
Dahinda	1	0	0	0	Did not qualify
Stamford Schooners.					
Hopewell	11	4	5	1	73.6
Elemah	10	4	1	2	61.1
Whileway	11	2	3	5	57.9
Ahmokola	6	1	2	0	Did not qualify
Sound Schooners.					
Vandalia	12	5	4	2	70.2
Rival	15	5	6	4	67.6
Moira	14	4	5	3	58.5
Algol	2	1	0	1	Did not qualify
Manhasset Bay 20's.					
Mlle. Boss	14	7	5	1	70.9
Kit	3	0	1	2	Did not qualify
Manhaska	6	1	3	2	Did not qualify
Scylla	10	6	3	1	Did not qualify
Larchmont Inter-Club.					
Wild Thyme	13	5	5	2	85.1
Whiff	12	1	5	2	64.8
Lewanna	18	5	4	3	62.9
Hamburg II	11	1	2	1	55.0
Yuron	20	6	2	2	53.6
Festina	11	1	0	3	43.1
Dagmar	6	0	0	2	Did not qualify
Babette	10	2	0	3	Did not qualify
Triton	2	0	1	0	Did not qualify
Le Cygne	1	0	0	0	Did not qualify
Jewel Class.					
Jade	12	1	4	2	60.3
Amethyst	7	2	1	1	Did not qualify
Opal	4	1	0	1	Did not qualify
Turquois	7	4	1	1	Did not qualify
Topaz	8	1	2	2	Did not qualify
Brilliant	10	1	2	3	Did not qualify
Saphire	7	2	0	1	Did not qualify
Ruby	1	0	0	0	Did not qualify
Catseye	2	0	1	0	Did not qualify
Bayside Birds.					
Do Do	11	3	3	2	64.1
Loon	11	3	2	1	52.6
Curlew	11	0	1	3	43.4
Skylark	4	2	2	0	Did not qualify
Heron	1	0	0	0	Did not qualify
Teaser	8	2	2	3	Did not qualify
Plover	4	0	0	1	Did not qualify
American Dories.					
Tautog	11	9	1	1	89.2
Madeline	8	3	4	1	Did not qualify
Alice	8	0	4	3	Did not qualify
Faraway	3	1	0	1	Did not qualify
Star Class.					
Star Faraway	15	5	2	4	77.3
Little Dipper	12	4	2	2	68.7
Snake	12	1	2	1	57.4
Vega	12	0	2	0	32.6

Others did not qualify.

Miami Mid-Winter Regatta

Florida is to see some fine motor boat racing this winter, the scene of which will be Biscayne Bay, in front of Miami. Plans are being laid for a winter carnival early in January, which will include three days of speed-boat racing—January 8, 9 and 10—at which many of last year's fast boats are expected, as well as a number of new ones which will be ready in time for this event. A 1½-mile course has been laid out of Alton Beach, opposite Miami, where there is good water and where every part of the course can be seen from the shore. There will be races for all classes of boats, among them being the following for high-speed boats:

A qualifying race for the mid-winter championship, at which boats must show a speed of 30 miles per hour; a 20-foot championship, which carries with it a first prize of $500; a 32-foot championship carries with it a first prize of $700; a 1-mile dash, free-for-all, for boats showing a speed of better than 40 miles an hour, and the Miami Mid-winter Championship, in three preliminary and one final heat, on the point system, that carries a first prize of $1,000, a second of $500 and a third of $200. In addition there are races for yacht tenders, cruising races, etc. Over $6,000 will be distributed in prize money. It is also announced that boats will be unloaded free of charge, and that water stalls will be furnished for all boats. The full programme will be announced later.

Baby Reliance Wins in the West

The first high-speed motor boat event ever attempted on the Missouri River was pulled off on September 26 and 27 at Kansas City, Mo., under the auspices of the Kansas City Yacht Club. To get a number of the fastest boats in the country to Kansas City was something of an undertaking for the club, but the success of the races was assured when Oregon Kid, Baby Reliance and Tango shot out on the course the first day, opened up, with their exhausts roaring like a battery of gatling guns, and incidentally, the Kansas City sport lovers were instantly converted to the new sport. The three boats just mentioned constituted the fleet of "top-notchers," and Baby Reliance upset the dope by beating Oregon Kid and Tango, the new Chicago flyer. In the first day's race, in the first heat, Baby Reliance covered a 10-mile course in 13:59, 23 seconds ahead of Tango, while Oregon Kid slowed down before the course was finished owing to engine trouble. In the final heat next day Baby Reliance got away last, but passed the other two boats and finished 22 seconds ahead of Oregon Kid, winning a $700 cash prize. Later in the day there was a mile dash against time between Oregon Kid and Baby Reliance. The time made by Oregon Kid down-stream was 1:08, and up-stream against the current 1:14, an average speed of 50¾ miles if the course was correctly measured.

From Kansas City the Western flyer, Oregon Kid, and Baby Reliance went to Louisville for a series of races under the auspices of the Louisville Motor Boat Club. Baby Reliance had been renamed Haida Papoose II, though she was the same old Sterling-engined racer, now owned by Max Fleischmann. The Perry Centennial free-for-all was the big event, and after starting out in the lead Oregon Kid, whose hard luck seemed to pursue her, broke one of her cylinders and Haida Papoose II passed her and won by 20 seconds. The rest of the fleet was composed of local boats.

Inter-Club Yacht Racing Championships

The following is the standing of the boats, for the season of 1913, of the Inter-Club Yacht Racing Association of Massachusetts, as compiled by its secretary, T. H. Campbell:

	Points
CLASS A	
Chewink	112
Virginia	108
Meemer	104
Nutmeg	85
Marie L.	84
Eleanor	77
Flirt	62
Little Haste	51
Norma II.	14
Areyto	7
Colema	3
Evangeline	1
CLASS B	
Lethe	132
Sintram	110
Olivia	109
Pirate	74
Winona	68
Porcupine	40
Radiant	39
Quakeress	36
Chevy Chase	34
Reporter	22
Rambler	10
Hoyden	9
Clarita	3
Gadfly	2
CLASS C	
H. Lindsay	57
Violet	51
Thialfi	21
Corneta	18
CLASS D	
Dartwell	99
Clara	90
Iris	78
Mudjekeewis	56
Dolly III.	53
Wanderer	3
Brownie	1
CLASS H	
Millie	95
Sinbad	83
Wanderer IV.	74
Imp	68
Dorsyl	64
Tavie	41
Idalia	35
Thordis	22
Zidana	21
Evangeline	17
Marvis	16
Nokomis	15
Newsboy	13
Vanken II.	9
CLASS S	
Maritza II.	87
Zoe	67
Wawenock	65
Gaby	26
I X L	23
Elf	9
CABIN POWER	
Gertrude	41
Culatr	28
Pop & US	24
Edna S.	22
Sylph	16
Lydia Bell	14
Zui Zia	11
Eleanor S.	8
OPEN POWER	
Gerard	43
Eagle	38
Anable	33
Nellie May	17
Acadie	13
Bessie H.	12
Suart Co.	7

American Power Boat Association Report

Commodore H. T. Koerner, president of the American Power Boat Association, has just completed his annual report to the association. This report shows the association to be in a very satisfactory condition, with the number of clubs in its membership well past the 150 mark, while new local sections have been formed in California, New Brunswick, Canada, Florida and on the Hudson River. The report outlines the satisfactory work of the Racing Commission; advocates strongly the building and racing of restricted boats under the restrictions which the association has formulated, and deals again with the amateur question and cash prizes, a matter which the association will have to take up at its next meeting and to face a little more definitely than it did at the annual meeting a year ago. The annual meeting of the association will be held November 13.

Several Yachts Needed for Cup Defense. It has been rumored that when the first syndicate formed to build a yacht for the defense of the America's Cup went to Herreshoff to have a boat designed and built, the members were inclined to exact a promise that the wizard of Bristol would not build but the one boat for the defense of the cup. This, of course, did not mean that there might not be other boats by other designers built elsewhere, but it did show a seeming tendency to restrict candidates for the honor of defending.

Looking at the matter broadly, there never was a time when a number of cup defenders were more needed than at present, and it is probable that those in charge of New York Yacht Club racing matters now realize this. In the first place the boat is being built to a new rule under which sloops of this size have never before been built, and we have absolutely nothing in this country at present against which to try her out in order to ascertain whether or not she is as fast as could be reasonably expected. In previous years we have nearly always had boats from the preceding cup contest against which to measure the new boats, and this has been a decided advantage. In this respect we are even worse off this year than the challenger, who already has one of the fastest 23-metre boats abroad, a craft of approximately the same size as his new boat.

The New York Yacht Club should welcome as many challengers as can be built, and for the safety of the cup it would be an advantage to have these boats from the boards of different designers. In this way a well conducted series of trial races would certainly give a line on the fastest boat and would probably show whether or not a satisfactory speed had been obtained under the rule in boats of this size. In spite of all this we think that the advantage still lies with the defender and not with the challenger, inasmuch as our designers have built under and are familiar with our present rating rule, whereas the rule is new to Nicholson, the English designer.

What Restricted Classes Might Do for Power Boat Racing. For some years more or less desultory effort has been made by some of the power boat racing associations to promote among their constituent clubs a restricted class of power boats for racing purposes. These efforts, however, have not been very successful, one or two such classes having been formed, but for some reason or other not prospering. In view of the present more or less unsatisfactory condition of power boat racing, it would seem as if conditions were ripe for at least an adequate trial of restricted classes. At the present time our real speed boat racing is confined to some ten or a dozen boats throughout the country which are recognized "top notchers," and whose owners do not race from any particular club, but send the boats all over the country wherever an open race of sufficient importance is to be pulled off. While this is all right as far as it goes, and makes interesting racing for the spectator, it is not, in the long run, a good thing for the sport at large or for those interested in the growth of the power boat. Better results could be obtained if boating organizations paid more attention to club racing and to fostering boating interest among the club members themselves than in getting a lot of imported talent to come in for one big race a year.

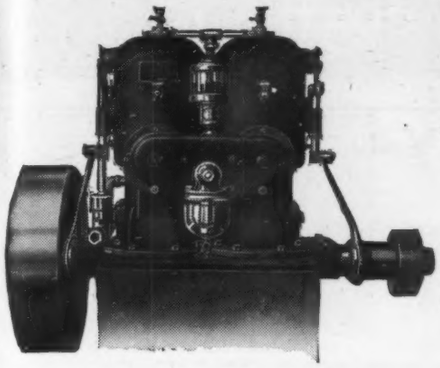
Organized boating flourishes through club activity, and successful racing does more to arouse and hold interest in a club than any other thing. With the rules as they are at present, unrestricted classes are out of the question, as they put a premium on the high powered boat and unduly handicaped the man who is limited in the amount he can spend, and one phenomenal boat might break up any class at any time, just as frequently happens in sailing. With a moderately restricted class, however, the same restrictions being adopted by all the clubs of the association, not only club racing could be had, but also excellent inter-club racing and local championships could be run off which would really mean something and which every man could go after.

If these statements need any proof, one need only look at what has taken place in the older branch of the sport—sailing. In the regular open classes in all parts of the country, which in a measure are restricted in that boats must be built of a certain rating, including certain scantling and other restrictions, boats are built in different sections which can find class racing not only at home but at many different points along the coasts and Great Lakes and yachting interest is keen in all sections that race under our present universal rule. In sections where this rule has not been adopted and the clubs race under a local measurement rule, yachting interest is somewhat declined owing to the fact that racing is restricted to purely local boats.

As still further proof, the popularity of one-design classes might be cited. These are bound by hard and fast restrictions every boat being exactly alike. One-design classes have furnished the bulk of the starters in most of the regattas on the Atlantic seaboard this summer, and it is always easy to form a class of these restricted boats where it is not easy to start a regular class, owing to the fact that a man knows in building to a one-design class that he will not be outbuilt in a few years and that his boat will retain a good percentage of her value as long as the class hangs together. At one of the biggest race meets on the coast recently where a record-breaking fleet was started, 109 of the boats belonged to one-design-classes and only 21 of the regular open classes.

With intelligent guidance and proper co-operation, this same condition could exist among the power boat clubs, although in power boats we favor a moderately restricted class to a straight one-design class. Why doesn't some club take the initiative in starting a good restricted class with a view to getting other clubs in the same locality interested, and see what can be done? The opportunity is here for welding the clubs more closely together and making a success out of power boat racing instead of the travesty that it is at present in many localities.

A Trophy for East vs. West. Owing to the success of the recent series for the Manhasset Challenge Cup now held by the Chicago Yacht Club, and the good feeling that marked that competition, it is probable that in the near future a permanent challenge cup may be put up for competition between the Atlantic seaboard and the Great Lakes, as many yachtsmen feel that it would be a good thing to have some permanent trophy that would bring these two sections together on the water. Details are at present in the process of formation and will probably be announced later. In any such competition, however, the size of the boat must be a determining factor, and the R class has been suggested as being one particularly suitable for such a contest. The boats are of sufficient size to insure the best of racing and yet are small enough to be transported without difficulty and at a cost that is not prohibitive.



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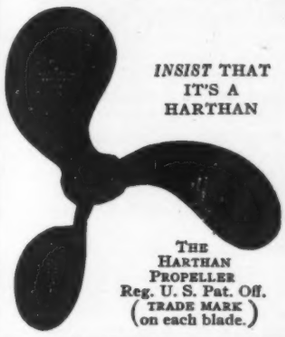

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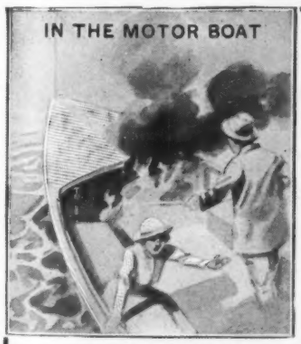

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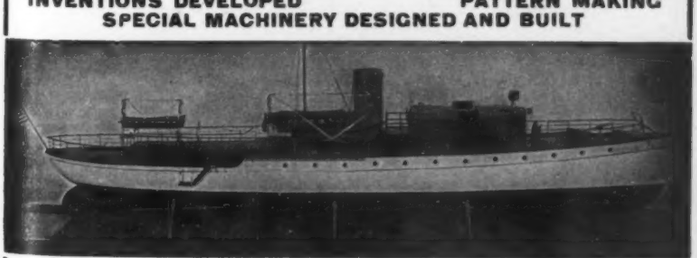

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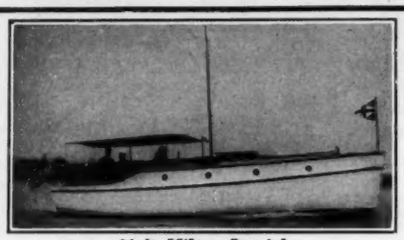
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DESIGNERS AND BUILDERS
STORAGE REPAIRS SUPPLIES

Yacht Tenders to Order

Of Interest to the Skipper

A New Shipmate

The Stamford Foundry Company announce that they have just completed the patterns for a large single-oven Shipmate range to be known as No. 45. This new size Shipmate will be a welcome addition, and will make a special appeal to yachtsmen, as it is capable of a great deal of work, and will cook for thirty people if the bill of fare is not too varied, yet is compact in size. The oven is 22 inches square, and the firebox larger in proportion than that of any other size of Shipmate, and it has six 8-inch cover holes.

The addition of this new size brings the number of Shipmates up to ten, and completely fills any gap there may have been between the single-oven and the double-oven Shipmates, just as the No. 16, made last year, completed the connection between the four-hole ranges and the six-hole ranges. It is now impossible for a person to fail to find any size he wants up to 5 feet in length, No. 65, which is the largest of the line.

Takes an Evinrude to South America

The Evinrude Motor Company, of 207 T street, Milwaukee, Wis., state that ex-President Roosevelt has taken one of their large motors with him in his South American trip. The motor ordered by Col. Roosevelt is the large size, the 3½ horsepower, and will be used to propel the boats that carry the Colonel's outfit through the South American waterways.

In choosing his equipment for his trip, Col. Roosevelt recognized the need of some means of propelling the large bulky river craft which he would have to use, and finally, after resigning himself to the prospect of using oars or paddles, received a circular describing the Evinrude motor.

The motor's practicability, and the fact that it had been adopted by ten governments, instantly appealed to the Colonel, and he gave immediate instructions that one of them be procured and made a part of their outfit.

The engine will be equipped with two sets of waterproof batteries, that will make the outfit absolutely impervious to weather conditions, and will even permit a complete submersion of the entire motor while in operation.

A 24-Mile Cruiser

A distinct advance has been made this season in high-speed cruisers, and there is a decided demand for cruisers and large runabouts that will develop from 24 to 30 miles per hour. The boat here illustrated is a good example. Eleanore is a 60-foot by 9-foot raised-deck cruiser, very comfortably arranged and well designed. Originally this boat was powered with a pair of 30-50-horsepower four-cylinder Sterling engines; after a season these engines were taken out, and two six-cylinder 45-75-horsepower Sterlings were installed and a speed of 17 miles per hour was obtained. The boat was then purchased by Mr. C. Harold Wills, chief engineer of the Ford Motor Company, Detroit, who had the boat rebuilt by her original builders—the Matthews Boat Company—and used her for awhile with her two six-cylinder engines, then he decided he wanted to "get there" quicker, so two eight-cylinder 150-180-horsepower Sterlings (the same engines that drive the Baby Reliance, Ankle Deep and others to repeated victories) were ordered and installed. The result was a speed of 24 miles per hour, making the boat the wonder and admiration of all who see her. This installation has been watched with great interest, as the eight-cylinder Sterling has developed into a very remarkable engine, and can no longer be considered as a racing engine pure and simple.

24-mile cruiser Eleanore, powered with two 150 H. P. Sterlings

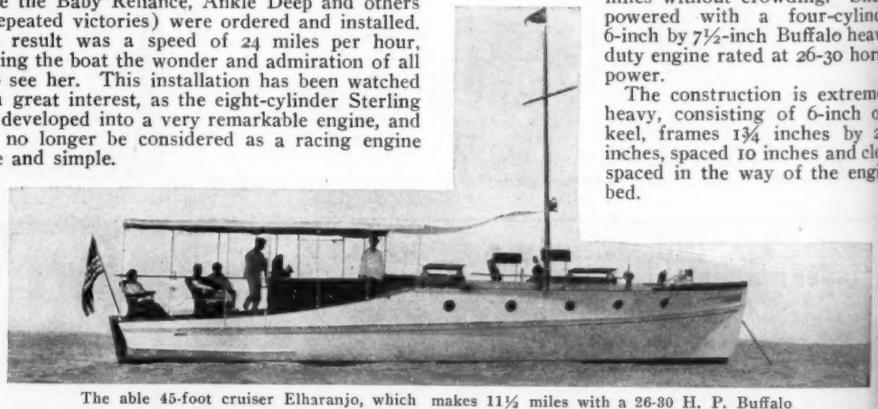
Consolidation of the Loew-Victor and Harbeck Motor Companies

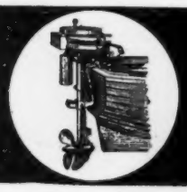
An announcement has recently been made of the consolidation of the gas engine department of the Loew Manufacturing Company, of Cleveland, with the Harbeck Motors Company, of Chicago, the new concern to be known as the Loew-Victor Engine Company, of Chicago. The new company has been incorporated under the laws of Illinois with a capital of $250,000, and is building a new factory in Chicago, which it will occupy December 1. This factory will be up-to-date in every respect and will enable the company, the officers of which are all well-known gas engine men, to manufacture with the greatest facility and economy. Both the Loew-Victor and the Harbeck motors are well known in the marine field. The new concern will carry a complete and comprehensive line of four-stroke internal-combustion engines, including heavy-duty, medium-duty and high-speed engines. Until the new factory is complete the Loew-Victor motors will be manufactured in Cleveland.

A Fast 45-Foot Buffalo-Powered Cruiser

An interesting new 45-foot power cruiser is the Elbaranjo, designed by Morris M. Whitaker for A. G. and E. G. Griese, of Cleveland, Ohio. This boat has 11-foot beam and 2½-foot draft, and is an excellent sea boat, while she makes very good speed considering her size, doing about 10 to 11½ miles without crowding. She is powered with a four-cylinder 6-inch by 7½-inch Buffalo heavy-duty engine rated at 26-30 horsepower.

The construction is extremely heavy, consisting of 6-inch oak keel, frames 1¾ inches by 2½ inches, spaced 10 inches and close spaced in the way of the engine bed.


The able 45-foot cruiser Elharanjo, which makes 11½ miles with a 26-30 H. P. Buffalo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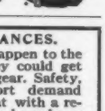
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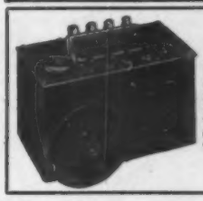
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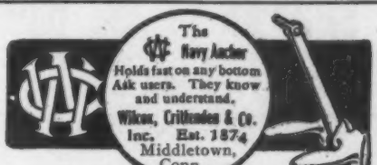
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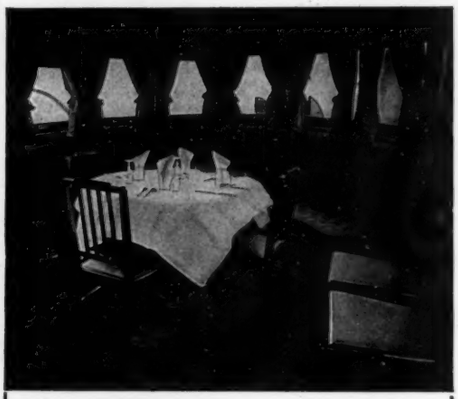

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GRAND RAPIDS, MICH., U. S. A.

An Old Sailor's Yarns

(Continued from page 250.)

will be; but I want you distinctly for to understand that if any of you tries for to kick up any sort of a shindy aboard of this ship we'll jist turn to and give you thunder, and that's all I've got to say to you.'

"Well, 'twas pretty hard lines, sir, but what could we do? Nobody liked to be the fust to disobey, and so we went for'ard again. Meanwhile the strange sail come along up with us, and we see by the alterin' of her course that they had seen us. When she got up pretty nigh hand to our ship we see 'em clew up their to'gallan'sails and haul up the courses, and runnin' down the flyin' jib to the boom end, she rounded to under our lee quarter, and her captain hailed us.

"'Ship ahoy!' says he.

"'Hallo!' says our old man.

"'What ship is that?'

"'The John Jay,' says our skipper. 'How are you, Jackson?' says t'other chap; you see, he know'd our old man. 'What can I do for you? Do you want for to be took off?'

"'No, thankee,' says our old man, 'we're all right; we've had a fire abroad, and I've had to git a little water into her for to put it out; we'll keep her under easy sail for awhile till we git pumped out, and then we'll come along arter you.'

"'Sha'n't I lay by you till mornin'?' say t'other chap, whose name was Doane, and the ship was the Margaret, of Bath.

"'No, I guess not,' says our skipper; 'you go on, I'll catch you afore you git to Liverpool; have you got any perticler word to send to any one?'

"'If I have,' says Captain Doane, 'I reckon I'll carry it myself this time; but I'll tell 'em you're a-comin',' and then he fills away and off to the east'd.

"But by this time—for we hadn't been idle all this while—we had bent a deep sea lead onto the bight of a coil of rattlin' stuff and passed it under the bow, and so on aft till we got it abreast the holes we had bored, and then we bent the end of a 3-inch manilla line onto it and hauled it round under the ship good and taut, and then, as it happened, it come to me to make the fust try for to git a plug into one of the holes by goin' down by this line. I had a lanyard on the plug, which I took in my teeth, and then had both hands for to grab the line with. 'Twas as easy as rollin' off a log; the white paint show'd me where the hole was, and hangin' on by one hand, I shoved in the plug with the other, and let go, and come up to blow. 'All right,' says I, as I come up. 'Bravo!' says the old man; 'shift along the rope as soon as you git that one well knocked in, and let another hand go down with another plug.'

"Well, we only had to go down with a top man and hit it once or twice to make it fast, 'cause these white pine plugs we know'd would swell tight enough arter a bit; and so in this way, by the time it begun for to be dark, we had the whole six holes plugged up. As soon as ever we done this the old man kept her off dead afore it, though we had the deuce and all of a job to git her off.

"This ship had a long double brake of iron for working both pumps, and arter the carpenter got 'em both rigged we turned to with a will. Counting the old man in, there was twenty-three of us, all told, besides the man at the wheel, which made three gangs of six and one of five, for no one was counted out; and we took ten-minit spells at her and kept it up a steady jog till midnight. Then we unrigged and drew one pump for to sound her, and found we had lessened the water to 9 feet.

"All immediate danger bein' now over, the old man sent the watch below, and we jogged away at her in the watches till eight bells of the next mornin'. Then we sounded ag'in, and found but 11 foot of water, and afore the watch went below to breakfast we turned to and put all the canvas onto her except the stunsails. By 4 o'clock that afternoon the pumps sucked.

"About a week arter this occurrin' we made a ship ahead, and comin' up with her we spoke her and found she was the Margaret, the ship that had wanted for to take us off, and we beat her into Liverpool three days."

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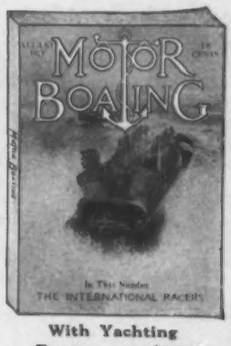

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60	ALL OUTDOORS and OUTING
40	ALL OUTDOORS and YACHTING
70	ALL OUTDOORS OUTING & YACHTING
30	All-Story Magazine
17	American Boy
100	American Homes and Gardens and Scientific American
20	American Magazine
30	Argosy
73	Atlantic Monthly
27	Blue Book
47	Bookman
17	Boy's Magazine
23	Business
80	Cavalier (Weekly)
80	Century and St. Nicholas (new)
23	Cosmopolitan
23	Christian Herald
35	Collier's Weekly
90	Country Life in America and OUTING
50	Current Opinion
23	Delineator
12	Designer
37	Dress and Vanity Fair
23	Everybody's
23	Etude (for Music Lovers)
23	Field and Stream
90	Field and Stream, OUTING and Outdoor World and Recreation
17	Forest and Stream (monthly)
45	Forest and Stream (weekly)
23	Garden
23	Good Housekeeping
27	Green Book Album
20	Harper's Bazaar
70	Harper's Magazine
70	Harper's Weekly
23	Hearst's Magazine
50	House Beautiful
60	House Beautiful and OUTING
50	House and Garden
40	Outdoor World and Recreation
90	Outdoor World and Recreation, OUTING and Field and Stream
50	Independent
95	Judge
8	Ladies' World
70	Le Bon Bon
70	Le Costume Royal
95	Leslie's Weekly
100	Life
25	Lippincott's
60	Lippincott's and OUTING
60	Literary Digest
17	Little Folks (new), 20 ren.
8	McCall's
20	McClure's
23	Metropolitan
17	Modern Priscilla
60	Motor
40	Motor Boat
20	Motor Boating
60	Motor Life and OUTING
17	Motor Magazine
20	Motor Print
30	Munsey's Magazine
23	Musician
70	North American Review
17	National Sportsman
16	Orange Judd Farmer
20	Outer's Book
50	OUTING
60	OUTING and House Beautiful
70	OUTING, Lippincott's with Worcester's Dictionary
90	OUTING and Country Life in America
90	OUTING, Field and Stream and Outdoor World and Rec.
60	OUTING and Motor Life
60	Outlook
15	Pearson's Magazine
24	Photo Era
20	Physical Culture
17	Pictorial Review
60	Popular Magazine
23	Power Boating
18	Practical Engineer
90	Puck
30	Railroad and Current Mechanics
23	Red Book
25	Review of Reviews
60	Rudder
100	Scientific American and American Homes and Gardens
60	Scribner's
23	Short Stories
45	Smart Set
30	Smith's Magazine
30	Strand Magazine
50	Suburban Life
23	Sunset (the Pac. Mo.)
40	System
23	Technical World
70	Theatre
100	Town and Country
120	Town Topics
50	Travel
20	Uncle Remus
30	Violinist
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Chicago Keeps Manhasset Cup

(Continued from page 235.)

the crews were hoping for some let up in the breeze. However, they found a south wind blowing, of about 20 miles strength, which increased before the race was over to at least 30 miles, although the sea was somewhat less than it had been in the preceding races. The start was made well off shore, the first leg being a windward one. Mavourneen, Stranger and Michicago were again reefed, although just at the start there was a lull in the wind which made it seem as if this might not be necessary.

The starting gun was fired at 2:15, all the boats being a trifle slow, but Mavourneen got across first at the weather end of line, with Stranger right alongside of her to leeward. Stranger and Olympian immediately went on port tack inshore, while the others kept on the starboard tack out into the lake. Five minutes after the start the crew of Michicago, evidently believing that the wind was going down, shook out the reef. Hardly had they done so, however, than it piped up again, until it was apparent that she was carrying too much sail to windward. Fifteen minutes after the start, South Shore and Michicago came together on opposite tacks, and it was seen that the lean, mahogany boat had crossed Michicago's bow by some 100 yards. Then when Michicago tacked inshore and met Olympian, she was also crossed by the black flyer from the Lincoln Park Yacht Club and was in third place. Stranger seemed tender in the heavy breeze, and Michicago crossed her, while South Shore seemed to be right at home in the hard puffs, lying well down and footing it to beat the band, gaining all the way to the first mark, which she rounded about a minute ahead of Olympian, which in turn was 54 seconds ahead of Michicago.

After rounding, South Shore did not break out her spinnaker immediately, as she was meeting the other boats coming down on the mark close hauled, to whom she had to give way. As soon as she passed the Stranger, however, out it fluttered and was sheeted home. Olympian set hers immediately and gained on the leader, though she was not near enough to take her wind.

On the second windward leg it was a battle royal between South Shore and Olympian, both boats doing well in the strong breeze, which at times attained a velocity of full 30 miles. South Shore particularly seemed to revel in the hard going. When about half the leg was covered it let up a little, so that Stranger shook out her reef. The positions were unchanged to the weather mark. All set spinnakers to port for the run home, but the boats were too far apart to bother one another, and there was a procession to the home mark—the only finish of the series which was not close. The times:

	Finish	Elapsed
South Shore	4:51:44	2:36:44
Olympian	4:53:37	2:38:37
Michicago	4:56:10	2:41:10
Stranger	4:57:28	2:42:28
Mavourneen	5:05:55	2:50:55

South Shore received a noisy welcome from the big sight-seeing fleet as she crossed the finish line, which attested the popularity of the boat and the skipper. The order of finishing was about the only one that could tie the series up, and when points were figured South Shore and Michicago were tied with 13 points each, while Stranger and Olympian paired with 8 each.

FOURTH RACE

The sail off the following day was over a triangular course, and was the only race in the lot sailed in a moderate wind, the breeze being southwest, of wholesale strength. The start was down wind, so neither boat was anxious to be first over, but Michicago did not hang back, and went over at the far end of the line with South Shore immediately behind her, Schoenwerk proceeding at once to cover Price. The skipper of Michicago, however, pulled off a neat little trick which gave him the lead. Setting a small spinnaker at first he was ready for South Shore, and when the latter covered him, immediately started to luff out, letting go his spinnaker and taking it in in entirely. South Shore also took in hers and kept on after her, when the crew of Michicago sent up another and larger spinnaker in stops, and suddenly squaring away, broke it out and pulled clear before the crew of South Shore could get their spinnaker reset, flying.

South Shore gained on the run, and when they turned the first mark Price was but 10 seconds ahead of Schoenwerk. Both boats took a long hitch to the weather mark, as the wind had hauled somewhat to the westward, making the leg a long and a short hitch. In this windward work Michicago worked out a nice lead, seeming to find the moderate breeze to her liking. Under these conditions Michicago gained on windward work, while South Shore closed up on her in the runs, though at no time was there more than a minute between the boats. On the last leg the South Shore was coming up fast, but could not catch the Gardner flyer, and Michicago crossed the finish line with everything drawing hard and going like a train of cars, 31 seconds ahead, and thus kept the cup, which has created so much bitter controversy in the East, in the Chicago Yacht Club.

It was a great series, possibly the closest and most interesting ever held for this trophy, and the race was won solely on its merits. It is unfortunate for the crew of South Shore that they had only been put in charge of the boat a few days before the series started, and had not had time to become familiar with her. Commodore Jenks and the crew of the Stranger took their defeat in the most sportsmanlike spirit, and declared that they were amply repaid for a long, hard journey to Lake Michigan, not only with the good racing but by the hospitality and courtesy that had been shown them. Eastern yachtsmen might learn a whole lot in regard to the meaning of the latter words by a trip to Chicago. The spirit that seemed to pervade the series may be summed up in the words of one of the older members of the Chicago club, who said:

"After all, the temporary possession of any yachting trophy can signify but little in itself one way or the other, so far as the ultimate good of the game is concerned; but the presence or absence of good feeling and true sportsmanship on all sides where a trophy like the Manhasset Cup is at stake does mean a great deal; and I cannot help feeling that the yachting game is distinctly the gainer for the way the recent match was pulled off and for the sportsmanlike and friendly feeling which seemed to animate all concerned."

What Handicap Racing Does

(Continued from page 232.)

of the total number registered by the Long Island Yacht Racing Association) and 150 prizes won, as against 289 starts furnished by the fleet in 1912. These figures, however, do not include trophies captured in open events, and as usual the handicap craft scored heavily in the cruising races.

The first division group again afforded the best sport throughout the season and led the class in final results. Nine boats raced with consistency, and were so well matched as to make the fight for honors of the keenest. Alert, a member of the division, proved the greatest individual winner of the year, and George P. Granbery's joker, another member, captured the Officers' Cup.

General satisfaction was expressed at the able manner in which the class was handled, and for this a good share of the praise must be given to Mr. Charles P. Tower, the official handicapper.

The championship winners in the various divisions, figured on a percentage basis according to the rules of the Yacht Racing Association, were the following: First division, Amada; second division, Redwing; third division, Twinkle; fourth division, Mignon.

The table herewith will furnish details. Note should be made in reading it that cross marks indicate the start of boats which were not timed at the finish; also, that seeming discrepancies are due to the occasional racing of boats in other divisions than their own. This refers more particularly to Mignon, Insurgent and Nadia, fourth division, which sailed several times in second.

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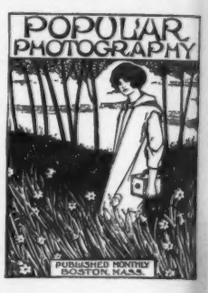

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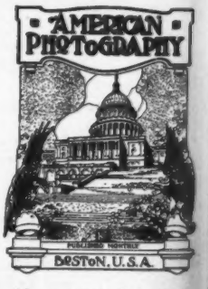

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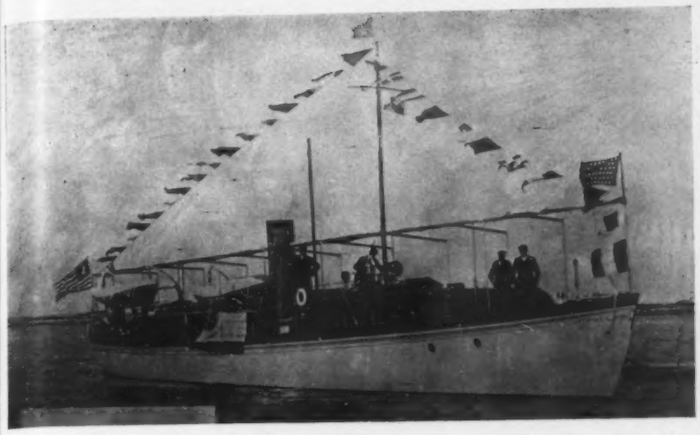

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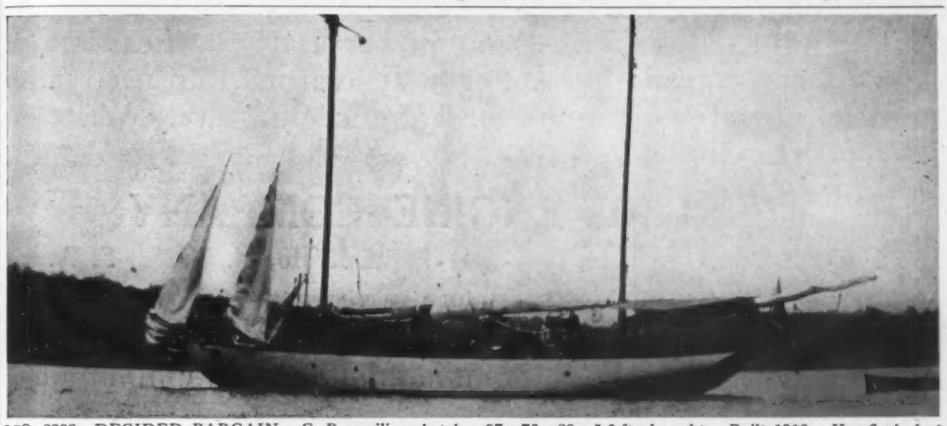

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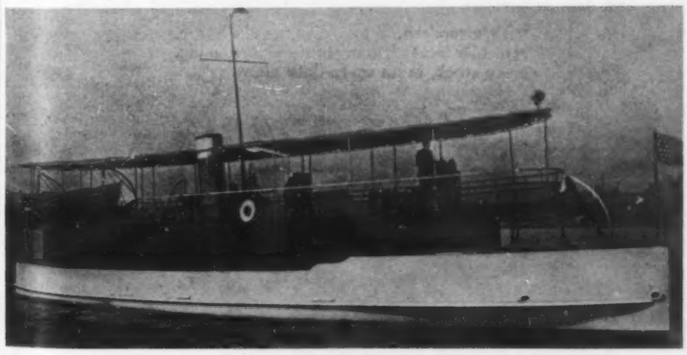

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